

# CHOWCHILLA

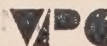
## GENERAL PLAN




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**CITY OF CHOWCHILLA**

**GENERAL PLAN**

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April 1986

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## CHOWCHILLA GENERAL PLAN

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# I. INTRODUCTION



# I

## INTRODUCTION

### A. GENERAL PLAN PURPOSES

State law requires that all cities and counties in California must prepare and periodically revise comprehensive, long-range general plans for the development of their communities, and must approve only those development projects which are consistent with these general plans.

### B. GENERAL PLAN CONTENTS AND FORMAT

To be legally adequate, a general plan must address each issue prescribed by state law as it applies to the community; address each issue through data and analysis, policy, and an implementation program; be internally consistent and long term; and cover all territory within the jurisdiction and any adjacent related lands, while reflecting the needs of the regional population (Government Code Section 65300). "The General Plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principles, standards, and plan proposals." The state law also requires that the plan include at least the following elements (Government Code Section 65302):

- |                 |                    |
|-----------------|--------------------|
| a. land use     | f. safety          |
| b. circulation  | g. noise           |
| c. housing      | h. scenic highways |
| d. conservation |                    |
| e. open space   |                    |

Other elements are permissive, and any of the above elements can be combined at the discretion of the jurisdictions, provided that all element content requirements are met. On this basis, the Chowchilla General Plan combines the required components into 6 elements, as described below:

1. Land Use Element: Designates the general distribution, location, and extent (including standards for population density and building intensity) of the uses of land for housing, business, industry, open space, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses.





2. Circulation and Scenic Highway Element: Identifies the general location and extent of existing and proposed major roads, highways, railroad and transit routes, terminals, and other local public utilities and public facilities, and prescribes the development, establishment, and protection of scenic highway corridors.

3. Housing Element: Consists of standards and plans for the improvement of housing and the provisions of adequate sites for housing to meet the needs of all economic segments of the community.

4. Noise Element: Examines noise sources yielding information to be used in setting land use policies for compatible uses and for developing and enforcing a local noise ordinance.

5. Seismic and Public Safety Element: Establishes standards and plans for the protection of the community from fires, seismic and geologic hazards.

6. Open Space Recreation and Conservation Elements: Details plans and measures for the preservation of open space for natural resources, for the managed production of resources, for outdoor recreation, and for public health and safety. The Conservation Element provides for the conservation, development, and use of natural resources.

State law refers to, but does not define or rank, "objectives", "policies", "principles", "standards", "plan proposals" and "programs" in the general plan. The State of California, Office of Planning and Research, has issued the advisory State of California General Plan Guidelines, which (1) provide that the general plan shall address each issue through data and analysis, policy, and implementation measures, to the extent each applies to the jurisdiction, and (2) suggests definitions and ranking for the above terms.

In this document, the following definitions, adopted from the General Plan Guidelines, are used.

1. General Policy: A collective term describing those parts of the general plan that guide action, including goals, objectives, specific policies, principles, plan proposals, and standards in both the text and diagrams.
2. Goals: The ultimate purpose of an effort stated in a way that is general in nature and immeasurable.
3. Objective: A measurable goal.
4. Specific Policy: A specific statement guiding action and implying clear commitment.
5. Plan Proposal: An explanation of how specific policies apply to a particular area. Plan proposals can also take the forms of diagrams.





6. Standards: A specific, often quantified guidelines defining the relationship between two or more variables.
7. Principle: A assumption guiding plan proposals, standards, and implementations.
8. Implementation Measure: An action, program, procedure or technique that carries out the general policy.

Thus, the acquired data, including citizen input, input from the Planning Commission and City Council, and the analysis of that data, result in the derivation of the desired goals. Objectives are established, utilizing principals and standards (where appropriate), to accomplish the desired goals, and specific policies and plan proposals (where appropriate), are set forth to accomplish the objectives. All of the foregoing constitute the general policy. Where appropriate, implementation measures to carry out the general policy are established.

Each of the elements discussed above (except where other specific requirements are made by law, as, for example, the Housing Element) contains an introduction, and sets forth, for that element, the general policy and implementation measures, to the extent the issues under that element apply to Chowchilla. Specific parts of the general policy (i.e., goals, objectives, standards, etc.) may be combined under appropriate headings or may be omitted where unnecessary.

C. SUMMARY OF POPULATION AND AREA NEEDS FOR CHOWCHILLA PLANNING AREA

The 1980 U.S. Census indicated that Chowchilla's population was 5,122, an increase of 733 people (17.8%) since 1970. The State Finance Department estimated the City's 1985 population to be 5,894. The population is expected to increase to approximately 9,590 by the year 2000, or about 3.3% per year. Using the 3.3% assumption, it is estimated that there will be a need for 1,120 additional housing units by the year 2000; or approximately 300 acres.



## II. CHOWCHILLA PLANNING AREA



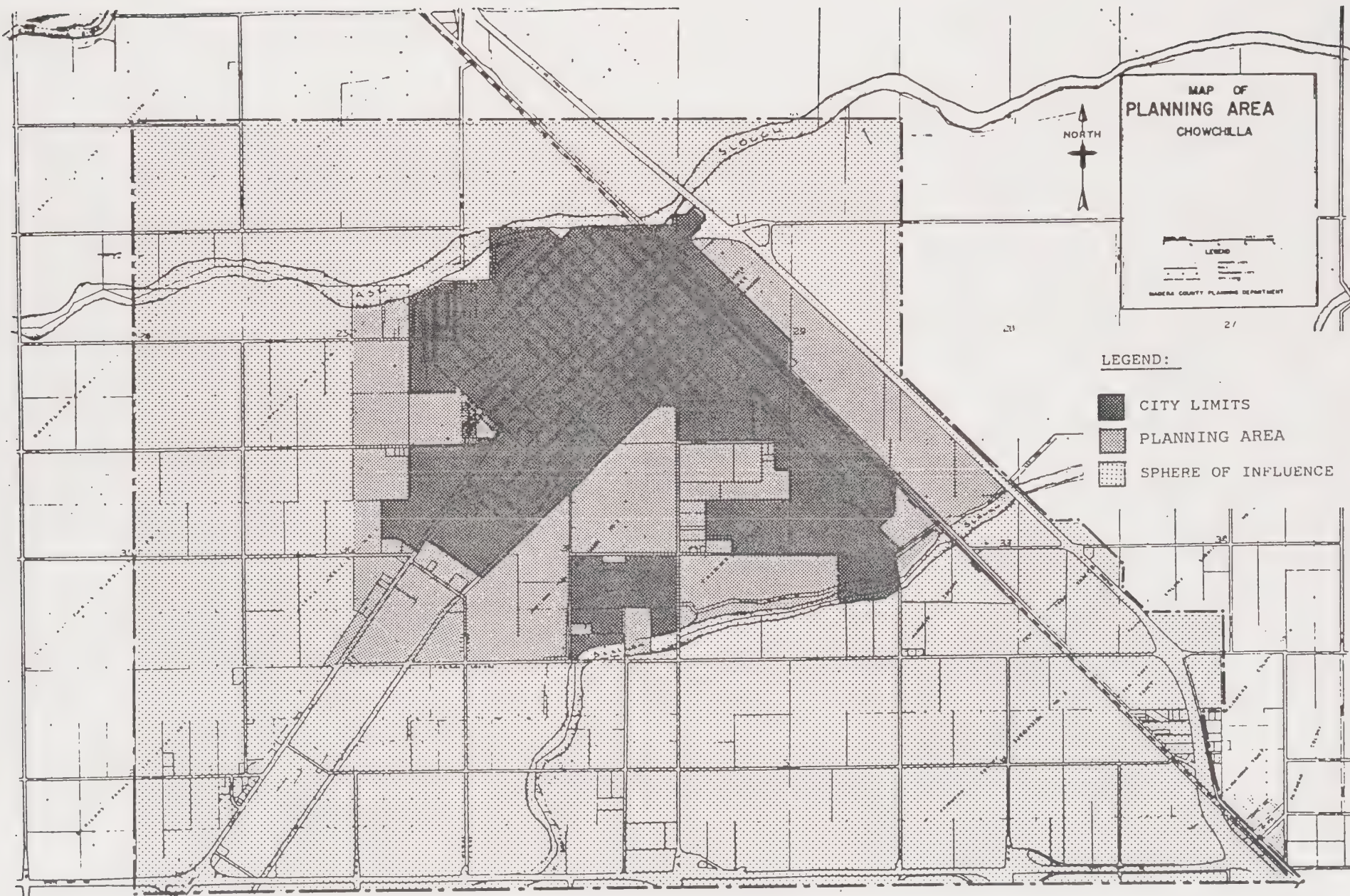


## II

### CHOWCHILLA PLANNING AREA

The Chowchilla planning area is shown on the General Plan Map. The boundaries of the planning area are the same as the Sphere of Influence boundaries adopted for the City of Chowchilla by the Madera County Local Agency Formation Commission and the Chowchilla City Council in 1979. These boundaries identify the maximum service area of Chowchilla based upon present and projected potential service capabilities of the City. The objectives and policies of the Land Use and Circulation and Transportation Elements are primarily directed toward the areas shown on the General Plan Map for urban development. The City, however, also has a major interest in, and responsibility for coordinating with Madera County in planning for unincorporated land that is presently not shown on the General Plan Map for urban development, but that is within the Chowchilla planning area.







### III. LAND USE ELEMENT





### III

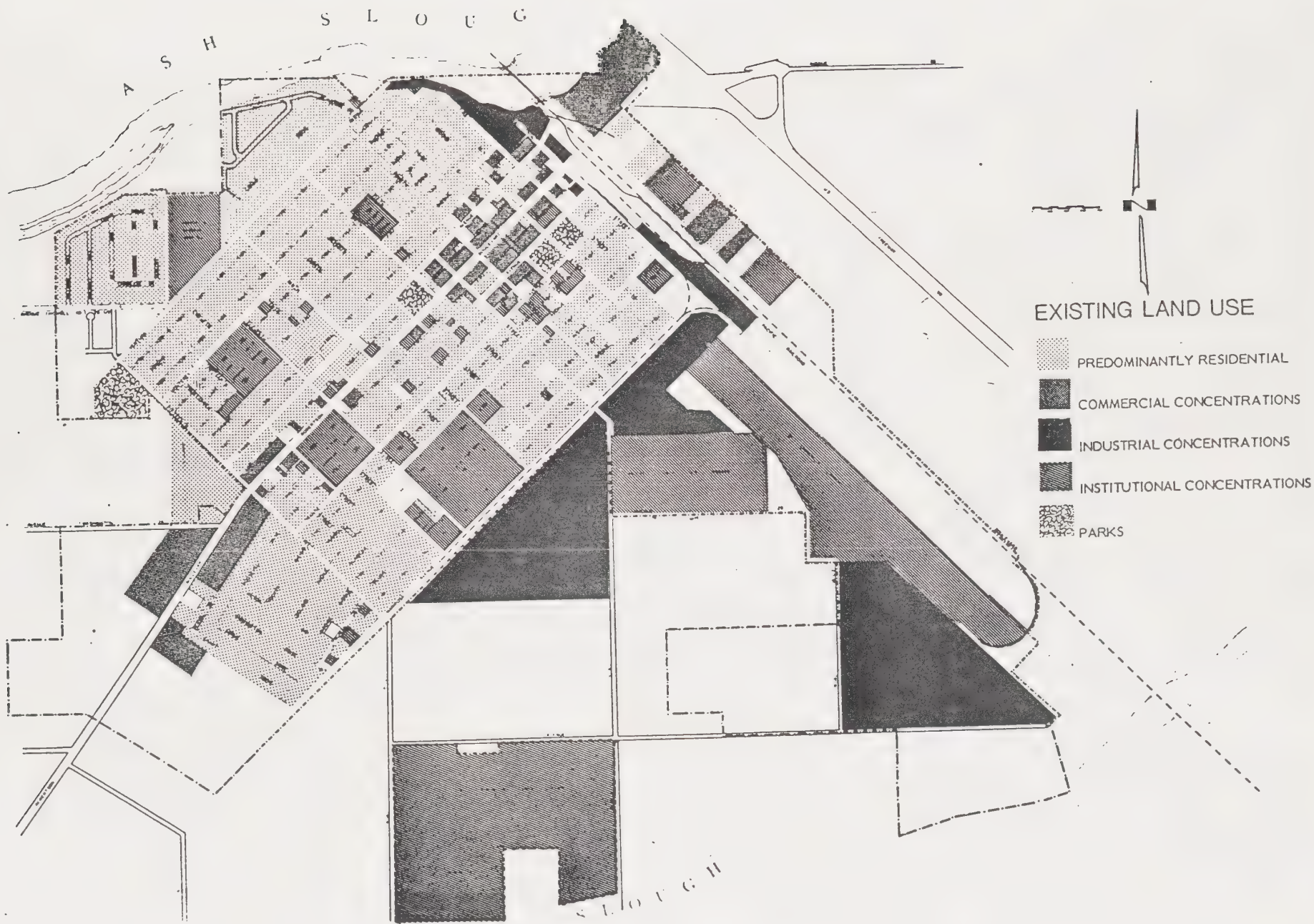
#### LAND USE ELEMENT

##### INTRODUCTION

The primary purpose of the Land Use Element is to establish objectives, standards, and policies for urban residential, commercial and industrial land uses within the planning area. The Land Use Element also provides guidance for the location of major public land uses within the planning area, and delineates areas that are appropriate for open space land uses, including agricultural land. Detailed objectives, standards, and policies for open space land uses are found in the Open Space, Recreation and Conservation Element of the General Plan.

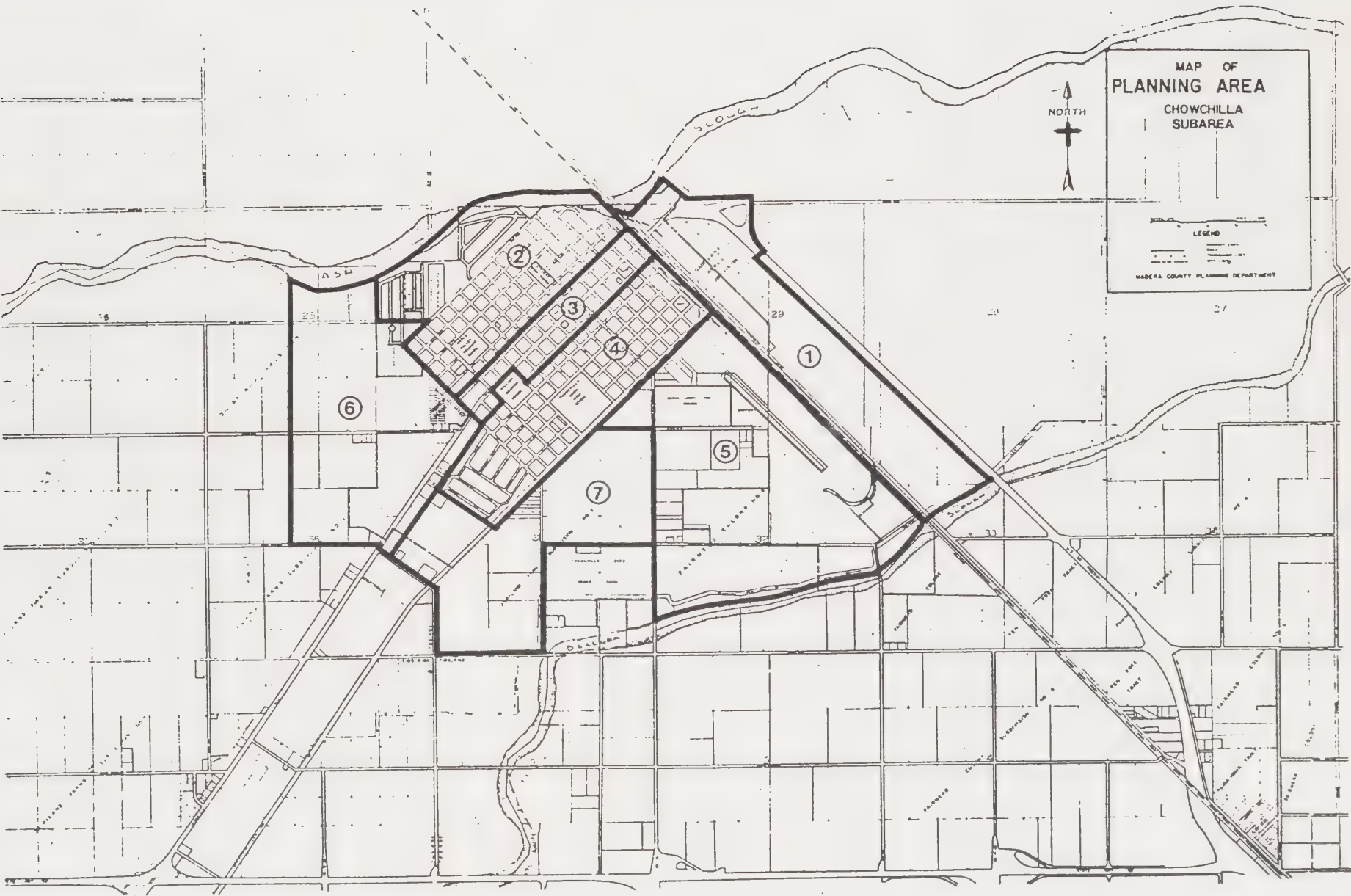
Development of the Land Use Element is based upon an identification of the location, relationship, extent and problems associated with existing land use, projections of amounts of land required for urban expansion and a synthesis of community needs and values. The Land Use Element, together with the Circulation and Transportation Element set forth the major development standards and the desired future physical form of the community.













## A. PLANNING AREAS

### Planning Area One - Chowchilla Boulevard

This corridor is bounded by Ash Slough on the north and Berenda Slough on the south, Southern Pacific tracks on the west and Highway 99 on the east. Approximately 20% of the estimated 405.6 acres is within the City limits. Current land use mixed with the predominate feature being the freeway off ramp and associated highway oriented businesses on the north side of Avenue 26. At the Southern Pacific tracks is the entry to Chowchilla's main street. Several heavy commercial businesses exist near the intersection of Chowchilla Blvd. and Avenue 26 and primarily relate to agricultural needs. There are a number of deteriorating rental units farther along to the south on Chowchilla Blvd. The Chowchilla Irrigation District and vacant light industrial businesses are also present south of Avenue 26. The preponderance of the land is agricultural use of row/field crops or orchards.

Proposed land uses would include a continuation of highway oriented commercial, and a mixture of heavy commercial and light industrial uses. The City has initiated a project to improve the bridge on Ash Slough to restore it to a modern structure capable of carrying heavier traffic. Given that the area has been largely bypassed by the City's growth, and given its visibility as an entrance to the City, moderate expansion is highly desirable and encouraged if adequate water, sewer, circulation and other infrastructure concerns are addressed.

### Planning Area Two - Northeast Chowchilla

This planning area is generally bounded by Ash Slough on the north, Southern Pacific tracks on the east, Kings Avenue on the southeast, Fifteenth Street on the southwest, and Autumn Way on the west. This planning area is entirely in the City and comprises 338.4 acres. The area is predominantly residential with varied densities. Densities range from 7,000 square foot lots on the west, to older housing on 6,000 square foot lots toward the center to the easterly boundary. Light to medium uses exist adjacent to the Southern Pacific tracks on the eastern boundary of the planning area and have not posed much of problem at the present state of development. Access to this area is from Robertson Blvd. along Front Street thereby causing little disruption to the otherwise residential character of the area. There are several elementary schools in the planning area as well as Chowchilla Hospital, senior citizen housing, and several medical offices. Land uses are well integrated with older infrastructure a potential limiting growth factor.

Several changes are proposed in this planning area. A one-half block area now designated as medium-density residential is





targeted for a commercial designation. This action would make the concentration of commercial land use more manageable and consistent with existing uses. The second change is between Seventh and Eleventh Street along King Street. This change from medium high density residential to high density residential would allow a continuation of high density residential from the north abutting the community commercial in planning area three. Higher density residential would seem more compatible with the type of community commercial activities envisioned, and provide a much more acceptable buffer to lower density residential uses in the balance of planning area two.

### Planning Area Three - Central Business District

The Central Business District is the established and historic Downtown of Chowchilla. The planning area is roughly bisected by the main street, Robertson Blvd., which runs southwest to northeast. Boundaries of the planning area are the Southern Pacific tracks on the north, Kings Avenue on the northwest, Trinity Avenue on the southeast, and Fifteenth Street on the south. Total area within the boundaries is approximately 114 acres. Robertson Blvd. is partially lined with mature palm trees creating a unique feature for the town. There are many older commercial buildings in the area between Front Street and Fifth Street. There has been some remodeling of facades of the older buildings but very few new buildings have been constructed. There are several underdeveloped parcels in the planning area. There is a need for off-street parking in the older section of town and interest in redevelopment as a tool to rejuvenate this older section of the study area. Most of the recent facade work is in the old western style. A number of public uses exist in the study area including the local government center with City Hall, Police Department, County Sheriff, and Fire Station. The library and several fraternal clubs are also located in the central business district.

Further to the southwest along Robertson Blvd. are residential uses which may be under pressure to change to more commercial activities and community services. There are currently interspersed commercial uses and churches that have been established for some time. Some residential uses are being converted to office space, particularly medical arts.

Robertson Blvd. is a wide street and very suitable for central business district activities. There appears to be adequate, although older, infrastructure to support most commercial uses with reasonable water and sewer demands. Drainage can be a problem and some upgrading of the system is necessary to cure the more acute problems. As the Central Business District grows (depending on intensity and location), some additional traffic signalization should be considered.

Proposed General Plan changes would change the uses south of Seventh Street from Central Commercial to Community Commercial to



allow medical arts activities and dwelling units by conditional use. This change would hope to concentrate Central Business District commercial activities nearer the center of the old downtown, provide fuel for any future redevelopment activities, and preserve existing single family housing in the area.

#### Planning Area Four - Southeast Chowchilla

This planning area comprises many of the older homes in Chowchilla and is undergoing a moderate rate of replacement of these homes with more intense residential uses, as well as, some infilling of vacant parcels. All of the planning area is within the city limits and is a total of 326.4 acres. The planning area is bounded on the north by Southern Pacific tracks, on the south by the existing City limits near Grant Drive, on the east by the Southern Pacific rail spur and the extension of Mariposa Avenue, and on the west by Trinity Avenue. Within the past planning period there have been a number of multi-family units constructed in the planning area that are generally disbursed throughout the area. A grammar school and the City's only high school are major land uses in the area. Also, several City ball fields are located in the area. Some community commercial uses are located near Robertson Blvd. along Fourth Street and Trinity. There are also several churches in the planning area.

This planning area appears older and lacks some infrastructure improvements such as curb and gutter. Overall, water and sewer is adequate, but it is nearing capacity. There is a need for a general upgrading of the infrastructure, particularly sewer, to accommodate planned growth. Drainage is the most significant problem, as the most south easterly portion of the planning area is also the lowest land area for a good portion of the developed City. A drainage detention pond is partially constructed on the most southerly portion of the area. The area's housing quality is poor, and in older pockets of residential uses, the area is a good candidate for a rehabilitation program.

Proposed land use changes are significant in this planning area. Although the most northerly residential areas will remain low density residential to preserve the existing character, higher density residential is proposed between the planning area boundary on the southeast and Trinity Avenue on the north, and between Thirteenth and Fourth Streets. The higher density, increased from medium high density residential to high density residential and from medium density residential to medium high density residential, will accommodate the replacement of older units with more efficient new units on the same lot sizes. Additionally, Fifth Street can be a future major access route as new development may occur to the south.

#### Planning Area Five - Heavy Industrial Area

This part of the City includes the Municipal Airport, County Fair





Grounds, and a major portion of the City's industrial uses. This planning area is bounded on the north by Southern Pacific tracks, on the southeast and south by Berenda Slough, on the southwest by Road 16 (extension of Fifth Street) and the west by the Southern Pacific spur tracks. Of the approximately 660 acres, about 65% lies within the City. There is recent industrial construction off Avenue 24 1/2 near Chowchilla Blvd. The majority of the area is vacant land that is marginally served by city services. An Industrial interceptor sewer line runs north and south on Road 16 and serves developed land close to the northerly border of the planning area, as well as the Fair Grounds and airport.

There are no changes proposed for this planning area.

#### Planning Area Six - West Chowchilla

This planning area has been a most active area for new development over the past few years. Notably, the City's first large shopping center has been constructed here, and there are plans for additional residential growth in the near term. The Planning area is roughly bounded by Fifteenth Street, Howell Road, and Ash Slough on the north, a set back line of approximately 600 feet paralleling Robertson Blvd. on the southeast, Road 24 1/2 on the south, and a line on the west. There are approximately 456.6 acres in the planning area and slightly over 50% is currently in the City boundaries.

Current uses, in addition to the new shopping center, consists of other commercial uses and heavy commercial uses fronting both sides of Robertson Boulevard. Some older housing is included (Defender Street) which is a County island served by City Services within the planning area. The City's Sports and Leisure Park is a major feature of the area. Most land is vacant and considered prime residential land. There are definite infrastructure limitations for the area, primarily water, sewer, and drainage. A plan for the "west side sewer" has been prepared detailing the sewer needs. At least one, and possibly two, new wells are required to serve the area. Drainage is also a major concern for the area. In particular, the area lacks a means for the disposal of runoff once collected and stored in proposed retention basins. Solution to the major infrastructure problems will take developer/builder and City cooperation, as well as other public agencies involved with providing services to the area. Cost is a major factor in providing public facilities and developers will have to contribute substantially to solving the deficiencies.

Even though the planning area is emerging as a new part of Chowchilla, and there are and will be infrastructure limitations, some increases in density are recommended toward the center of the planning area. These changes respond to potential future infrastructure availability and the desired intensity surrounding the park and the shopping center, respectively. A change in the



level of commercial use is also recommended from service commercial to central commercial to develop consistent uses with the apparent trend toward a more general commercial activity. Relocation of the proposed park off Avenue 24 1/2 to an expansion of the existing Sports and Leisure Park is recommended to concentrate activities in a fully developed facility that is more readily maintained.

Due to the current pressure for development and the lack of an overall plan for the area, a plan line concept is proposed. This plan line concept makes the City's desire clear and encourages future developers to plan subdivisions in a manner than provides a north south linkage of collector streets and traditional intersections with existing streets.

#### Planning Area Seven - South Chowchilla

This Planning area lies almost entirely outside the City limits, but like planning area six, it is considered highly desirable land to develop due to the nearness to the sewer treatment plant. This planning area is irregular in shape covering 369 acres. It is roughly bounded on the north by an extension of Avenue 25, on the east by Road 16 (extension of Fifth Street), on the south by Avenue 24 1/2 with a jog down to Avenue 24, and on the west by Road 15 to the intersection 600 feet east of Robertson Boulevard. Although most land is currently vacant there will be near-term pressure close to Robertson Blvd. for residential development and, in the longer term, to the south. A portion of the planning area is currently designated as Industrial between Road 15 1/2 and Road 16 above Avenue 24 1/2. This land is currently vacant and used for grazing. New residential development will face many of the same infrastructure problems as in area six. Water is the most important as some improvements to a sewer trunk line have already been made. Drainage will continue to be another major obstacle which like water the developers will eventually have to bear the lion's share of cost for this improvement.

Proposed are land use changes that reflect the residential pressure and the desirability to maximize the use of existing public services. The currently designated industrial land to the north of Avenue 24 1/2 will be included as light industrial to act as a buffer to the existing residential uses to the west and heavy industrial to the east. A major medium density use is proposed to the south of Avenue 24 1/2 and east of Road 15 1/2, where previously industrial uses surrounded agricultural open space. To the northwest toward Robertson Blvd. a change from medium density to medium high density is proposed to meet with recommended densities of planning area six. A community commercial location is proposed at the intersection of Avenue 24 1/2 and Road 15 1/2 to meet the occasional needs of the future residential development. A park location is proposed on the southeast corner of Avenue 24 1/2 and Road 15 1/2 on existing City property. Future potential needs for outdoor watering in the area and possible opportunities for recycling water from the waste water treatment plant seem to fit well together.





Similar to planning area six there is a need to establish a recommended plan line for a collector street to intersect with Road 24 1/2 and provide freeway access alternatives. This plan line is shown in detail in the Circulation Element.

## B. LAND USE DEFINITIONS AND STANDARDS

The following are definitions and standards for the residential, commercial, industrial, public and open space land use classifications described in this element. The zoning districts that are consistent with each land use classification are presented in the Zoning Consistency Table located on page 15 of this section. Detailed standards for the development of each land use classification are in large measure embodied in the zoning districts that are consistent with each classification. The standards and definitions contained in this section, including the zoning Consistency Table, reflect City policy for the purpose of interpreting the land use classifications in this General Plan.

### 1. Urban Reserve

Means land designated for limited agricultural use with an indicated future urban residential, commercial, industrial, or public use.

### 2. Residential Land Uses

a. Low Density Residential means land designated for predominantly single family detached residential development, and manufactured units on permanent foundation. Lot size will range from 6,000 to 10,000 square feet of lot area per dwelling unit.

Residential planned unit developments may be consistent with low density residential development, subject to conforming with the policies of Section III,E,2,b. Second units may be allowed subject to first securing a conditional use permit.

b. Medium Density Residential means land designated predominantly for for single family residential development, and manufactured units on permanent foundation. Lot size will be a minimum of 5,000 square feet of lot area per dwelling unit.

Residential planned unit developments and mobile home parks may be consistent with medium density residential development, subject to conforming with the policies of Sections III,E,2,b & c. Second units may be allowed subject to first securing a conditional use permit.





## ZONING CONSISTENCY TABLE

Land Use Classification	Consistent Zoning
Urban Reserve	UR
Low Density Residential	R-1-6 to R-1-10, P**, UR*
Medium Density Residential	R-1, T-P**, P**, UR*
Medium-High Density Residential	R-1, R-2, T-P**, P**, UR*
High Density Residential	R-3, T-P**, P**, UR*
Community Commercial	C-1, P**, UR*
Central Business Commercial	C-2, P**, UR*
Service Commercial	C-3, P**, UR*
Medical Arts Commercial	M-A, P**, UR*
Light Industrial	I-1, I-2, P**, UR*
Heavy Industrial	I-2, P**, UR*
Public***	
Schools	Any Zone
Chowchilla Airport	I-1, I-2
Chowchilla Wastewater Treatment Plant	I-1, I-2, O
Agricultural Open Space	Any Zone
Recreational Open Space	Any Zone

\* Zoning is consistent on an interim basis. (See Section III,D,1,b).

\*\* Zoning is consistent, subject to conforming to special policies. (See Sections III,E,2,b,c, & d).

\*\*\* Appropriate zoning for any public land uses not described in the table to be determined by the Planning Commission and City Council utilizing the classification procedure specified by the Chowchilla Municipal Code.

- c. Medium-High Density Residential means land designated predominantly for multiple family residential development, with a minimum of 3,000 square feet of lot area per dwelling unit.

Mobile home parks and residential planned unit developments may be consistent with medium-high density residential development, subject to conforming with the policies of Sections III,E,2,b & c.

- d. High Density Residential means land designated exclusively for multiple family residential development with a minimum of 1,500 square feet of lot area per dwelling unit.



Mobile home parks and residential planned unit developments may be consistent with high density residential development, subject to conforming with the policies of Sections III,E,2,b & c.

3. Commercial Land Uses

- a. Central Business Commercial means land designated in the central business area of the City for a full range of retail services and professional and governmental offices, including regional commercial shopping centers.
- b. Community Commercial means land designated for the convenience shopping (food, drugs, and sundries) and personal services to meet the daily immediate needs of growing and/or transitional neighborhoods, and reduce automobile use and associated traffic, noise and air quality effects.
- c. Service Commercial is designed to provide areas for commercial and transient residential uses, which are appropriate and dependent on thoroughfare travel; and heavy commercial uses typically along major arterial streets where a mixture of commercial and light industrial activities is appropriate. This designation permits commercial uses not appropriate to the central or community commercial areas, and is intended to provide for the continuance of established uses.
- d. Medical Arts Commercial means land designated exclusively for the development of medically related uses, such as hospitals, medical offices and clinics, rest homes, and medical laboratories.

4. Industrial Land Use

- a. Light Industrial means land designated for restricted, non-intensive manufacturing and storage activities which are found not to have significant detrimental effects on immediately surrounding property by reason of, but not limited to excessive noise, smoke, odor, dust, vibrations, fumes, glare, or gas.
- b. Heavy Industrial means land designated for the full range of manufacturing, processing, fabrication, and storage activities which are found not to have significant detrimental effects on the general environment of the planning area.

5. Public Land Uses

Means land designated for schools, fairgrounds, wastewater treatment plants, airports, and similar uses.





6. Open Space Land Uses

- a. Open Space means any parcel or area of land which is essentially unimproved and devoted to an open space use.
- b. Agricultural Open Space means land designated for the production of crops and livestock.
- c. Recreational Open Space means land designated for outdoor recreational purposes.

7. Agricultural and Rural Uses

Means land designated for agricultural open space and rural land uses.

C. GENERAL OBJECTIVES FOR LAND USE

The general objectives of the City for land use planning are as follows:

- 1. To locate all urban development within the City.
- 2. To encourage a concentrated and balanced land use pattern meeting the needs of the residents and economy of the planning area.
- 3. To emphasize the infilling of vacant land within and revitalization of the existing City.
- 4. To manage the location, extent and timing of urban growth within the planning area so that it will be compatible with the economy and natural resources of the area and the urban service capabilities of the City.
- 5. To conserve agricultural land to the maximum practical extent that is commensurate with the orderly growth and development of the City.
- 6. To coordinate with Madera County in planning for and regulating the use of land in unincorporated portions of the planning area.



D. GENERAL POLICIES FOR LAND USE

1. Policies for "Determining and Maintaining Consistency Between the General Plan and Zoning and Subdivision Ordinances."

a. General

1. The City will only approve amendments to the Zoning Ordinance, conditional use permits, variances, and subdivisions of land, together with the provisions for their design and improvement, that are consistent with the Chowchilla General Plan.
2. Upon adoption of the General Plan or upon adoption of any subsequent amendment to it, the City will undertake any amendments to the Zoning or Subdivision Ordinances that are necessary in order to maintain consistency between them and the plan.
3. Consistency between the texts of the Zoning Ordinance and Subdivision Ordinance and the General Plan will be determined by evaluating whether or not the ordinances further the objectives and policies of the General Plan and conform with the definitions and standards established in the plan.

b. Consistency Between the Zoning of Land and the General Plan

The standards and definitions specified in Section III,B, and on the Zoning Consistency Table will be used to determine the zoning that is consistent with the land use classifications of this plan. The following guidelines will be used in interpreting the definitions and standards and the Zoning Consistency Table, and in achieving and maintaining consistency between the General Plan and the zoning of the land.

1. Zoning is consistent with the General Plan when the permitted uses and the property development standards of a zoning district are compatible with the objectives and policies of the General Plan.
2. Zoning may be consistent with the General Plan on an interim basis. This can occur where the land is zoned as an urban reserve, in which case limited agricultural uses are permitted until the land is rezoned for urban development. The City will rezone the property in this case to the



zoning district that is consistent with the General Plan Map upon application of a property owner, subject to the timing and extent of the rezoning conforming to the Policies for Urban Growth Management (Section III,D,2.

3. Zoning is inconsistent with the General Plan when the zoning will permit uses or property development standards that conflict with and deter the attainment of the objectives and policies of this plan. In these cases, the City will initiate the rezoning that is necessary in order to achieve consistency with the General Plan.

c. Consistency of Subdivisions with the General Plan

A subdivision is consistent with the General Plan when the following conditions are met:

1. The existing or proposed zoning of the property to be subdivided is consistent with the General Plan as determined by reference to the Zoning Consistency Table.
2. The subdivision conforms to the Policies for Urban Growth Management, Section III,D,2 of this plan.
3. The design and improvements of the subdivision are consistent with all applicable provisions of the Chowchilla General Plan, the City's Zoning and Subdivision Ordinances, and the City's Improvement Standards.

2. Policies for Urban Growth Management

a. Purpose

The Policies for Urban Growth Management are designed to provide the City with a tool for managing the location, timing, and extent of urban growth within the planning area in a manner that will ensure that the growth can be provided with adequate urban services while not reducing the level or increasing the cost of such services to existing development in the City.

The General Plan Map designates the land within the planning area that is appropriate for residential, commercial, and industrial growth, as well as urban reserve land that is appropriate for future urban growth with agriculture as its interim use.





b. Incorporated Land Designated for Urban Development

To protect land within the corporate limits of the City that is designated on the General Plan Map for residential, commercial or industrial land uses, from inappropriate or premature development, the City will:

1. Maintain zoning on the land in accordance with the Policies for Maintaining Consistency Between the General Plan and the Zoning and Subdivision Ordinances (Section III,D,1).
2. Applications for development of incorporated land that is designated for residential, commercial or industrial land uses, such as building permits, will be considered consistent with the Policies for Urban Growth Management when the proposed development meets the conditions specified in Section III,D,2,f.

c. Incorporated Urban Reserve Land

To protect land within the corporate limits of the City that is designated on the General Plan Map as urban, residential, commercial or industrial reserve from inappropriate or premature development, the City will:

1. Maintain zoning on the land that permits limited agricultural uses and prohibits uses that are not consistent with the intended future urban use of the land. The zoning that is consistent with urban reserve uses, as indicated on the Zoning Consistency Table, is the Urban Reserve District.
2. Applications for development of incorporated land within a designated urban reserve, including zoning and subdivision applications, will be considered consistent with the Policies for Urban Growth Management when the proposed development meets the conditions specified in Section III,D,2,f.

d. Unincorporated Land Designated for Urban Development or as an Urban Reserve

To protect land designated for urban development or as an urban reserve within the unincorporated portions of the planning area from inappropriate or premature development, the City will request that within the designated areas, Madera County:

1. Maintain existing agricultural zoning on all unincorporated land designated for urban uses or as an urban reserve.



2. As the highest priority, aid the City in the annexation of pockets of adjacent unincorporated county lands; particularly, those inhabited pockets, receiving City services, such as the Defender Street area.
3. Prior to formal acceptance or processing, refer the following applications and permits to the City for review and possible annexation: zone change amendments; conditional use permits; building permits for commercial, industrial or multi-family structures; subdivisions proposing lots of less than twenty acres; general plan amendments.

The purpose for the City's review will be to determine if the permit or application can meet the conditions specified in Section III,D,2,f, including whether or not the land involved can be annexed to the City. If the permit or application can conform with the aforementioned conditions and the land can be annexed, the City will request that the County not process the permit or application further and that the applicant be referred to the City for annexation and processing.

4. If a permit or application that is referred to the City pursuant to Subsection 2, above, does not meet the conditions identified in Section III,D,2,f, or cannot be annexed, the City will advise the County of its findings and will request that the County:
  - (a) Refer the application to the City for review and comment during the application review process.
  - (b) Refer any site or building plans to the City for review and comment.
  - (c) Require the development to conform with the property development and improvement standards of the City.

e. Unincorporated Land Not Designated for Urban Development

The County of Madera has primary responsibility for the management of unincorporated land within the planning area that is not designated for urban development on the General Plan Map. The City encourages the County to utilize the following guidelines in planning for this land:





1. The City should be the provider of urban services and control within the planning area. Urban development should occur within the City.
  2. The primary use of unincorporated land not designated for urban development or as an urban reserve on the General Plan map should be for agricultural and rural uses. Emphasis should be placed upon the preservation of productive or potentially productive agricultural land.
  3. Madera County should refer the following applications to the City for review and comment: zone change amendments, conditional use permits for new development, subdivisions proposing lots of less than twenty acres, general plan amendments.
- f. Conditions for Evaluating Urban Development Proposals

The City will consider proposals for urban development to be consistent with the Policies for Urban Growth Management if all of the following conditions are met:

1. The property is annexed to the City.
2. The proposed type of development is consistent with the General Plan Map's land use classification for the land on which the development is proposed.
3. The proposed development can be served by the City water system without requiring system improvements beyond those which the developer will consent to provide.
4. The proposed development can be served by the City's wastewater collection and treatment system without requiring system improvements beyond those which the developer will consent to provide.
5. The development can be served by a drainage system approved by the City without requiring improvements to the City drainage system beyond those which the developer will consent to provide.
6. The proposed development can be provided fire and police protection according to standards established by the City Council for the local fire and police departments.



7. The proposed development can be served by the City's major street system without substantially altering existing traffic patterns or overloading the street system, and without requiring improvements to the street system beyond those which the developer will consent to provide.
8. The development can be provided with adequate park and recreation facilities without requiring improvements to existing facilities or new facilities beyond those which the developer will consent to provide.
9. The local school districts can accommodate any children expected to inhabit a proposed development in accordance with established classroom or facilities standards of the districts.

3. Policies for Interpretation of Land Use Classification Boundaries

a. General

The intent of the General Plan is for the boundaries between land use classifications to, where possible, fall at easily identifiable locations - i.e., streets, alleys, section lines or other distinguishable natural or man-made features. The boundaries for the land use classifications shown on the map will be defined as precise limits when they follow the subject locations.

b. Interpretation Where Boundaries are Uncertain

In cases where there is uncertainty regarding the land use classification of a parcel, and the uncertainty cannot be resolved by reference to the preceding policy in this Section, the matter shall be referred to the Planning Commission for interpretation pursuant to the procedure specified in the Chowchilla Municipal Code.

E. OBJECTIVES AND POLICIES FOR RESIDENTIAL LAND USE

1. Objectives for Residential Land Use

- a. To provide attractive residential neighborhoods free from excessive noise, odors, hazards dirt and other nuisances resulting from heavy vehicular traffic and/or incompatible land uses.
- b. Require provision for streets, utilities and other



public improvements, as required by City standards, for all residential developments prior to the issuance of a building permit.

- c. To encourage infilling and redevelopment of existing, appropriately located residential areas.
- d. To provide appropriate locations for new residential development.
- e. To encourage the development of a variety of compatible house types within existing and new residential areas that will satisfy the needs of the different socio-economic groups within the community.
- f. To encourage innovative, quality design in the redevelopment or infilling of existing residential areas and in the development of new residential areas.
- g. To plan for residential land use in a manner that is consistent with and supportive of the goals and objectives of the Chowchilla General Plan Housing Element.

## 2. Policies for Residential Land Use

### a. General

- 1. Low, medium, medium-high, and high density residential land uses will be developed in accordance with the standards and zoning specified in Section III,B, and the policies of this Section.
- 2. Land within the planning area that may be developed with residential land uses is delineated on the General Plan Map.

### b. Residential Planned Unit Developments

Residential planned unit developments may be consistent within areas designated for residential development subject to conforming with the following general principles and conditions:

- 1. Residential planned unit developments may include any combination of detached and/or attached single family dwellings, including manufactured homes, two family dwellings and multiple family dwellings.
- 2. Residential planned unit developments shall be subject to site plan review.





3. Minimum site area for residential planned unit developments shall be fifteen thousand (15,000) square feet of gross area, excluding public streets.
4. Zoning district property development standards, including allowed density, may be modified or waived where it is determined that such modification or waiver will produce a more functional, enduring and desirable residential environment, and no adverse impact to adjacent properties will result therefrom.
5. Common open space and recreation areas shall be provided within the development. The open space shall be designed and located to be easily accessible to all residents of the development, shall be usable for open space and recreational purposes, and shall be free of buildings, streets, driveways, or parking areas. Front, side or rear yards required for the site and individual dwelling units shall not be considered as common open and recreational space.
6. The developer shall provide for perpetual maintenance of all common land and facilities, including common open space and recreational land, through means acceptable to the City.
7. Conservation of natural site features such as topography, vegetation, and water courses shall be considered in the project design.
8. Streets serving the development must be adequate to accommodate the traffic generated by the development.
9. Off-street parking facilities shall provide parking sufficient for residents of the development and their guests and shall be integrated into the development to minimize exposure and impact on neighboring development.

c. Mobile Home Parks

Mobile home parks may be consistent within areas designated for medium, medium-high and high density residential development subject to conforming with the following principles and conditions:



1. The mobile home park must consist of a unified, master planned development with a minimum site area of five acres, excluding public streets.
2. The mobile home park shall have direct access to a major street.
3. The mobile home park shall be designed to harmonize functionally and aesthetically with surrounding residential development and to protect the privacy of the residents within the proposed and surrounding development.
4. A conditional use permit and site plan review will be required to insure the consistency of a proposed mobile home park with these principles and conditions.

d. Other

1. Low density residential uses may be developed within areas designated for medium or medium-low density residential uses.
2. Medium density residential uses may be developed within areas designated for medium-high density residential uses.

F. OBJECTIVES AND POLICIES FOR COMMERCIAL LAND USE

1. Objectives for Commercial Land Use

- a. To encourage the provision of a full range of commercial goods and services within the City.
- b. To maintain and enhance the central business district as the major retail shopping and office center for the planning area.
- c. To provide appropriate locations for community commercial development.
- d. To encourage the infilling and physical enhancement of existing service commercial areas and to provide appropriate locations for new service commercial development.
- e. To encourage commercial buildings to be developed or re-developed in accordance with the City's Western Architectural Theme Policy.
- f. To provide adequate off-street parking and other public improvements, as required by City standards, for commercial uses.





## 2. Policies for Commercial Land Use

### a. Policies for Commercial Land Use

1. Central business, community, service, and medical arts commercial land uses will be developed in accordance with the standards and zoning specified in Section III,B and the policies of this Section.
2. Land within the planning area that may be developed with commercial land uses is delineated on the General Plan Map.

### b. Commercial Design Policies

1. Commercial buildings are encouraged to be developed in accordance with the City's adopted Western Architectural Theme Policy.
2. Landscaping will be required with commercial development.
3. Existing palm trees along Robertson Boulevard shall be preserved.
4. Visual screening of equipment and supplies that are stored outdoors will be required with commercial development.
5. The number, location, size, and design of signs will be regulated to ensure that they do not detract from the appearance of commercial areas.
6. Off-street parking will be required for commercial development.
7. Site plan review will be required for commercial development.

### c. Central Business District

1. The central business district will be maintained as the major retail commercial and office center for the City.
2. The City, in coordination with downtown merchants and property owners, will develop a specific plan for the central business district. The purpose of the plan will be to provide detailed guidelines and implementation measures for the physical and economic enhancement of the central



business district. Areas that will be addressed by the plan will include improving the appearance and structural condition of existing buildings and signs and improving circulation and parking.

3. The City property that is now used for baseball parks and is adjacent to the central business district is designated on the General Plan Map for central business development. It is the intent of the City that the land should not be developed for commercial uses until alternative locations for the ball parks have been found and their development assured.

d. Community Commercial Centers

1. Community commercial uses will be developed on a strictly limited basis, and in a manner which does not have an adverse economic impact on the central business district.

G. OBJECTIVES AND POLICIES FOR INDUSTRIAL LAND USE

1. Objectives for Industrial Land Use

- a. To encourage the development of environmentally responsible industries within the City in order to expand and diversify the economic base of the community.
- b. To provide planned sites for industry, where adequate public water and sewer services are available or can readily be extended, and in close proximity to railroad and regional street and highway systems.
- c. To minimize land use and circulation conflicts between industrial uses and other types of land uses and traffic.

2. Policies for Industrial Land Use

a. General

1. Industrial uses will be developed in accordance with the standards and zoning specified in Section II,B and the policies of this Section.
2. Land within the planning area that may be developed with industrial uses is delineated on the General Plan Map.

b. Industrial Design Policies

1. Yards (setbacks) and landscaping will be required with industrial development where it adjoins residential development.



2. Visual screening of equipment and supplies that are stored outdoors will be required with industrial development.
3. The number, location, size, and design of signs will be regulated to ensure that they do not detract from the appearance of industrial areas.
4. Off-street parking will be required for industrial development.
5. Site plan review will be required for industrial development.

c. Industrial Recruitment Policies

1. The City will work closely with industries interested in locating in Chowchilla to find appropriate sites for the industries and to obtain necessary governmental approvals for the development and operation of the industries.
2. The City will coordinate with the Madera County Industrial Development Commission and Madera County in promoting new industrial development within its boundaries.

H. OBJECTIVES AND POLICIES FOR PUBLIC FACILITIES

1. Objectives for Public Facilities

- a. To maintain the public facilities necessary to support the overall objectives for land use development.

2. Specific Policies for Public Facilities

- a. The City will adopt and maintain sewer system, water system, and storm drainage master plans for existing and planned growth areas. The City will pursue state and federal funding, require adequate fees from new developments, and consider assessment districts, etc., to eliminate any deficiencies in the City's infrastructure.
- b. The City will continue to support the concept of jointly managing solid waste disposal by endorsing and assisting in the implementation of the Madera County Solid Waste Management Plan. In particular, the City will actively participate in and assist in the implementation of the recommendations of the Madera Solid Waste Management Committee aimed at finding an alternative to the present landfill site.
- c. The City will continue the practice of requiring new development to dedicate land and/or pay prescribed fees for park land.





# IV. CIRCULATION AND TRANSPORTATION ELEMENT



## IV

### CIRCULATION AND TRANSPORTATION ELEMENT

#### A. INTRODUCTION

The purpose of the City of Chowchilla Circulation and Transportation Element is to establish objectives, standards and policies for the circulation and transportation needs in the Urban Development Area.

A Circulation and Transportation Element identifies the general location and extent of major thoroughfares, existing and proposed transportation routes, public transportation, and other local transportation related public utilities and facilities, all correlated with the Land Use Element of the General Plan. Modes of transportation that exist or are proposed within the Urban Development Area and will be discussed in the element include streets and highways, public transportation, rail, aviation, bicycles, parking provisions, and pedestrian paths.

The Planning Area is defined as the boundary projected for urban development by the year 2000 (See Map 1 in the Land Use Element)

#### B. CIRCULATION AND TRANSPORTATION DEFINITIONS AND EXISTING FACILITIES SURVEY

Following are definitions of the major and local street systems described in this element. Definitions include an existing facility survey.

##### 1. Freeway

Freeways provide mobility between regions. Freeways provide for through traffic movement on a continuous route with no access to abutting property. Intersections with cross streets are by interchanges or grade separation structures.

State Highway 99 is the freeway serving Chowchilla. It is a major north/south connector providing access to services and supplies in neighboring cities and counties.

##### 2. Expressways

Expressways are facilities that provide for through traffic movement with limited access to abutting property. Design standards require controlled access.





Although State Highway 152 is not in the Urban Development Area, it has a direct influence on the travel patterns not only of Chowchilla residents but travelers as well. Highway 152 is a major east/west link connecting Highway 99 with Interstate 5 and Highway 101. Robertson Blvd. (State Highway 233) is the main street of Chowchilla and also connects Highway 99 and Highway 152.

### 3. Arterial

Arterial streets are generally 4-lane routes constructed on right-of-ways of 80 to 100 feet wide. Major streets provide for through traffic movement on a continuous route joining major traffic generators such as other arterials, expressways, and freeways.

Arterial streets are:

Robertson Blvd.  
Chowchilla Blvd.  
Fifth Street south of Kings Ave.  
Fifteenth Street south of Robertson Blvd.  
Avenue 24 1/2 between Chowchilla Blvd. and  
Robertson Blvd.

### 4. Collector

Collector streets provide internal traffic movement within an area and connect local streets to the arterial road system. Collectors are normally two lane streets and access from adjoining property may be controlled. Most collector streets are two lane roads with 60 foot right-of-ways and are contained within local neighborhoods.

To the extent possible future plan lines should be shown in the General Plan for the purpose of encouraging developers of underdeveloped land to coordinate collector street design to that intersection with arterial streets will promote efficient and safe traffic flow.

Plan lines are defined as a general description of future roadways. Plan lines are not precise plan lines, which differ from precise plan lines in that precise plan lines provide little design flexibility for developers. Plan lines indicate the desire of the City to make a particular connection, and the developer must consider this desire in subdivision planning. Proposing plan lines instructs all concerned in advance of the desires of the City. In most instances plan lines are common sense and would have included such subdivision designs. However, large property holdings may be parceled over the years without specific subdivisions being proposed. A plan line provides coordinative advice to future developers.



Collector Streets are:

Third Street, between Robertson Boulevard and  
Ventura Avenue.

Fifth Street, between Ventura and Kings Ave.

Eleventh Street, between Robertson Boulevard  
and Ventura Avenue.

Fifteenth Street, between Ventura and  
Robertson Avenues.

Road 16, between Avenue 24 1/2 and Highway 152

Avenue 25 1/2 (Howell Road), between Road 13 1/2  
and Ventura Avenue.

Avenue 25, between Road 13 1/2 and  
Robertson Blvd.

Avenue 24 1/2, between Road 13 1/2 and  
Robertson Blvd.

Avenue 24, between Road 13 1/2 and  
Robertson Blvd.

Avenue 23 1/2, between Road 12 1/2 and  
Robertson Blvd.

Road 14 1/2, between Avenue 25 1/2 and  
Avenue 24 1/2.

Road 14, between Avenue 25 1/2 and Avenue 23 1/2

Road 13 1/2, between Avenue 25 1/2 and  
Avenue 23 1/2.

Avenue 26, between Freeway 99 and Road 17.

Ventura between 15th Street and 11th Street.

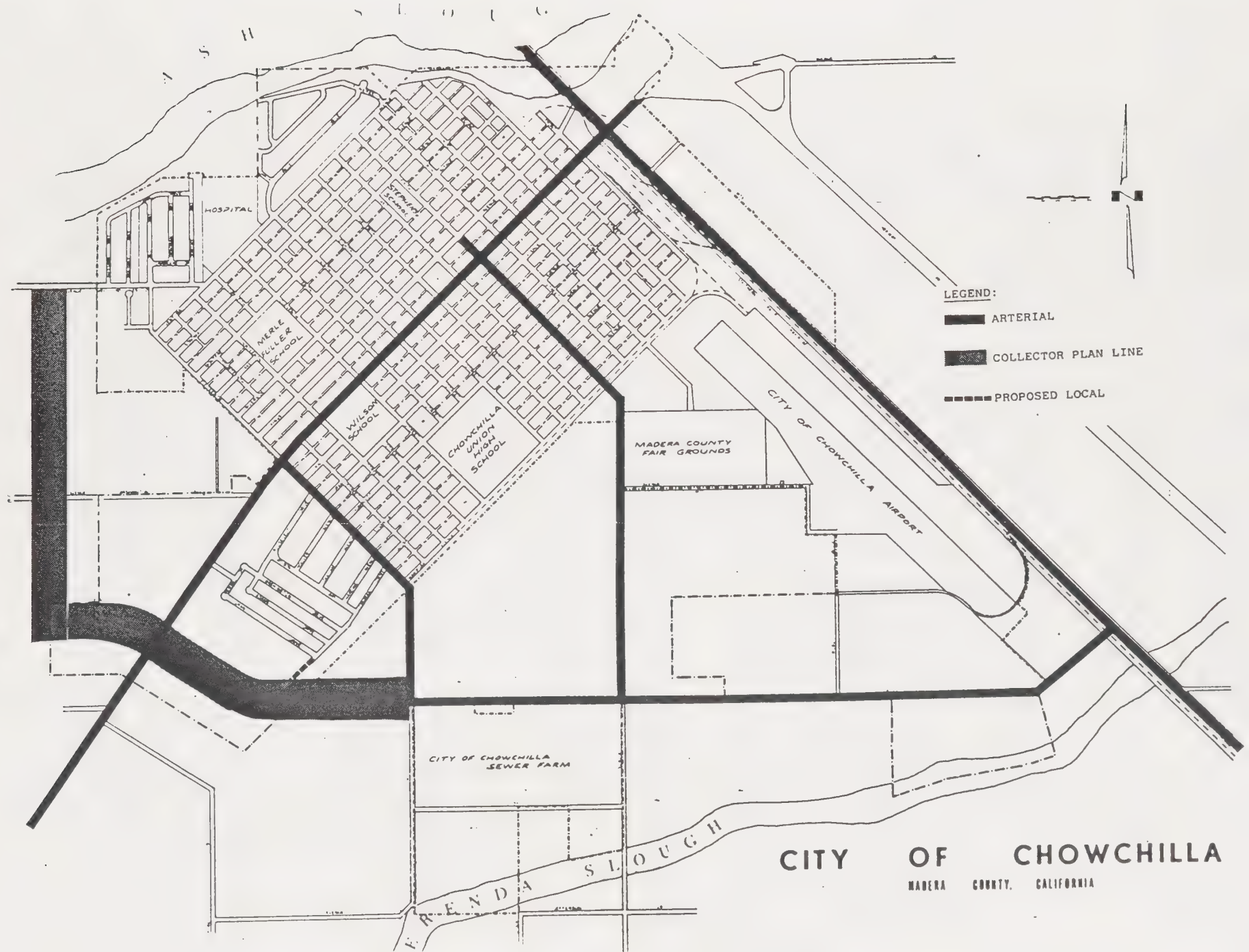
South plan line road, East and West route South  
of Robertson Blvd.

West plan line road, North and South route West  
of Robertson Blvd.

##### 5. Local Streets (Minor Streets)

Local Streets serve as land access facilities. They constitute the largest part of the City's circulation system. Trip lengths are normally short and traffic volumes small. Local streets are 2-lane with 60 foot right-of-ways. Since these streets traverse internal residential areas, traffic volume, frequency of noise,









and safety are very important issues to local residents. Often the quality of these streets may make the difference between a desirable or an undesirable neighborhood.

The remaining balance of streets in the City are included in this definition and are not listed individually.

#### 6. Major Streets

Arterial and collector streets and freeways are defined as major streets.

#### 7. Alleys

Alleys also constitute transportation facilities in older neighborhoods. Alleys many times contain other public utilities and serve as limited access to rear yards and are sometimes used as refuse collection routes. Occasionally, alleys may be used as access to parking areas for higher density residential development.

All dedicated alleys are included in this definition.

#### 8. Scenic Highway Designations

The entire length of Robertson Boulevard (State Highway 233) from State Highway 152 to the northern boundary of the Urban Development Area at State Highway 99 is designated as a " Scenic Corridor" by the City, and a " Road of Regional Significance" by the Madera County Regional Transportation Plan.

### C. TRAFFIC VOLUMES FOR MAJOR STREETS

From the Average Daily Traffic (ADT) estimates for the major road system, including Highway 99, it appears that all streets are now functioning below capacity. If, however, significant residential or commercial development occurs, and more traffic is channeled onto Fifth and Fifteenth Streets, these streets will soon be above capacity.

### D. PUBLIC TRANSIT

Two inter-regional bus companies, Greyhound and Trailways, serve Chowchilla. Trailways has only a drop station in the City with no ticket or service office.

The City of Chowchilla participates with Madera County and others in the intra-city transportation of senior citizens. The City of Chowchilla has opted for a demand responsive system because of low route demand statistics and cost factors.



Other transportation opportunities for Chowchilla residents are provided by public or non-profit organizations, such as Madera County Action Committee (Nutrition Program), Madera Family Health Center, Madera Mental Health Center, Heartland Opportunity Center, and other volunteer programs.

#### E. AIRPORT FACILITIES

The City of Chowchilla Airport is located in the southeasterly part of the Urban Development Area. The airport is classified as Basic Utility II that will accommodate 95% of the propeller aircraft up to 12,500 pounds gross weight. Runway length is 3,250 feet and width is 60 feet. Currently, 21 aircraft are based at the airport with annual operations estimated at 32,000. Agricultural spraying operators are permitted to use the facility and account for much of the traffic. The nearest commercial aviation service is in Merced approximately 18 miles to the north and Fresno Air Terminal, approximately 37 miles to the south. The airport is leased to a private operator who is responsible for operation and maintenance of the facility.

The City has established an Airport Land Use Committee to recommend actions, to the City Council, concerning operations and land use at or near the airport.

#### F. RAIL TRANSPORTATION

Southern Pacific main rail line traverses the eastern portion of the City in a north/south direction. There are existing spurs and sidings serving a portion of the City's industrial area.

Santa Fe Railroad's main line is located approximately three miles to the east of the City, and has no use access.

The City supports policies which may lead to AMTRAK operation shifting to Southern Pacific facilities. This shift would provide more north/south travel opportunities for Chowchilla residents. Currently, Madera or Merced are the only nearby cities with AMTRAK stations.

#### G. PEDESTRIAN AND BICYCLE TRAFFIC

Pedestrian traffic in Chowchilla is heaviest in the immediate vicinity of schools and in the central business district. The exact number and frequency of pedestrian travel has not been determined. Conflict with vehicular traffic on major streets cannot be estimated.

The City of Chowchilla Bikeway Plan is shown on Map 5. An Improvement Plan for additional bikeways is to be developed by the City and incorporated in the City's Street Maintenance Program.





#### H. CURRENT STREET MAINTENANCE PROGRAM

The City of Chowchilla has instituted a five year Street Maintenance Program. The program is recommended by the City Engineer and Public Works Director for City Council adoption. This program is updated annually. See Table 1 for current plan.



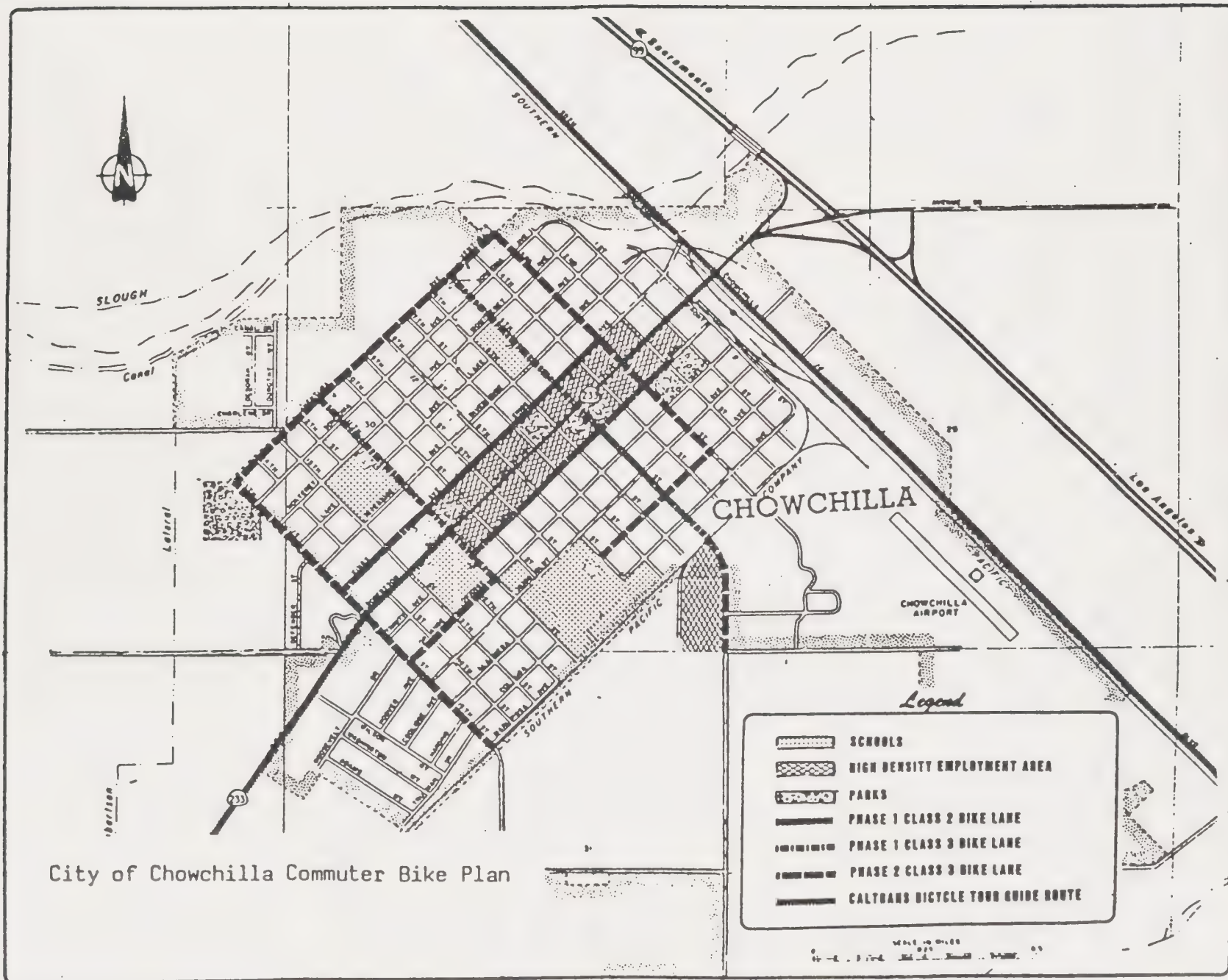




TABLE I

STREET MAINTENANCE PROGRAM

<u>Street Name</u>	<u>Project</u>	<u>Location</u>	<u>Year</u>
Ventura Ave.	Overlay/spot reconst.	3rd to mid-block 9th to 10th St.	1984
Wilson Way	Overlay/reconst.	Coolidge to Harding	1984
Kings Street	Overlay/reconst.	1st to 4th St.	1985
Chowchilla Blvd.	Overlay/reconst. including bridge	Entire length in City	1986
Kings Ave.	Overlay/spot reconst.	4th to 8th St.	1986
Kings Ave.	Overlay/spot reconst.	8th to 15th St.	1987
Ash Slough Bridge	Reconstruction	Chow. Blvd. & Ash Slough	1988
Humboldt Ave.	Overlay/spot reconst.	10th to 12th St.	1989
Truman Ave.	Overlay	15th St. + 100 ft. West	1989
3rd Street	Overlay	Ventura to Robertson	1989
Front Street	Overlay/spot reconst.	Colusa to Robertson	1990
Canal Dr.	Install Siphon	Deborah Way at 11th	1990

## LONG RANGE STREET DRAINAGE NEED (1991 to 1992)

15th Street 48" CIP pipe with drains from Mariposa to Orange Ave.





## I. RELATIONSHIP TO REGIONAL TRANSPORTATION PLAN

The City of Chowchilla supports and participates in the development of the Madera County Regional Transportation Plan, and its policies and programs. Key facilities of the City's Circulation Element supports the Regional Plan. Likewise, the Regional Plan supports the City's transportation system in such areas as airports, public transit, bike and pedestrian facilities, and roads of regional significance.

This Element of the General Plan and the Land Use Element have described future roads that will serve the City and surrounding residents. The plan lines will have future impacts on County roads not now classified as regionally significant in the Regional Transportation Plan. The following roads and facilities should be considered as regionally significant roads:

Avenue 24 1/2 from Freeway 99 to Road 15 1/2

## J. GENERAL CIRCULATION GOAL AND OBJECTIVES

Circulation goals and policies must correlate and support Land Use Element goals and policies. Circulation goals and policies must treat vehicular traffic as an integral part of the community's well being while not ignoring the need for alternative forms of transportation such as bicycle and pedestrian. Therefore, the Circulation Element must establish a framework for an efficient street system with minimal adverse effects on safety, noise, energy use, community appearance, and air quality. Additionally, the Element should allow for alternatives to motor vehicles where practical and support public transit where needed and feasible. The major goals and objectives are as follows:

1. To provide a safe, convenient and efficient multi-modal transportation system capable of meeting the needs of the residents of Chowchilla within the Planning Area.
2. To minimize dependence upon automobile use to the greatest extent economically feasible.
3. To plan for and develop streets in accordance with the ultimate functions they have been designated to serve.
4. To minimize conflicts between different types of vehicular traffic and to discourage the intrusion of both through traffic and truck traffic into residential areas.
5. To provide adequate off-street parking for all uses.



6. To consider the development of inter-city and intra-city transit systems, with special emphasis toward serving the needs of senior citizens, the physically handicapped, and low-income residents.
7. To consider the development of bikeways as part of the City's multi-modal transportation system.
8. To provide for safe and efficient pedestrian movement within the City.
9. To maintain and enhance the scenic qualities of Robertson Blvd., including the preservation of existing palm trees, and continue to pursue State Scenic Route designation.
10. To the greatest extent feasible, coordinate City plans and policies with County and Regional transportation plans and policies.
11. Base the City's annual Capital Improvement Program priorities for circulation improvements on the policies and priorities set forth in this Element.

K. POLICIES FOR CIRCULATION AND TRANSPORTATION

1. Policies for Major and Local Streets

- a. Coordinate street planning with Madera County and the Local Transportation Commission to ensure the orderly development of a coordinated street network within and serving the Planning Area
- b. Maintain and develop streets in a manner that is supportive of the Land Use Element objectives and policies of this Element.
- c. Adopt precise plan lines for the major streets within the Urban Development Area. The purpose of plan lines is to assure that the ultimate right-of-ways for planned streets are protected for future street expansion.
- d. Utilize traffic control devices to regulate the flow of traffic on streets in accordance with the planned function of the streets.
- e. Require new subdivisions to be designed to minimize the number of lots fronting on collector streets, with no residential lots fronting on arterial streets. Frontage roads may be required within subdivisions to achieve this policy.
- f. Require the construction of full-width streets as a condition for approval of subdivisions.



- g. Adopt and maintain an efficient system of truck routes within and through the City.
- h. Control access to major streets through the site plan and subdivision review processes and through any other appropriate procedures and ordinances available to the City.
- i. Require off-street parking with all new commercial and industrial development and with expansions of existing commercial and industrial development.
- j. Require landscaping along Robertson Blvd. that will be consistent and compatible with existing palm trees.
- k. Require the elimination of angled intersections where feasible through the subdivision and site plan processes.

## 2. Policies for Public Transportation

The City will consider programs directed at providing improved and/or new public transportation service to and within the City, with special attention given to the needs of the elderly, handicapped and low-income residents.

## 3. Policies for Bikeways

- a. The City will designate bike routes and develop design standards for these routes in the City.
- b. The City may require the construction of, or fees in lieu of, bikeways as a condition of approval for new subdivisions.

## 4. Policies for Pedestrian Paths

- a. The City will require the construction of sidewalks, where feasible, as a condition for approval of all new urban development.
- b. The City may require the construction of, or fees in lieu of, pedestrian paths separate from sidewalks as a condition for approval of new subdivisions.

## 5. Policies for Chowchilla Airport

- a. The City will continue to maintain and develop the Chowchilla Airport in accordance with the adopted Master Plan for the facility.
- b. The City will continue to provide regulated and





managed opportunities for private operators at the Chowchilla Airport as long as such activities are economically feasible and in the health and safety interests of the City.

- c. The City will seek assistance from Federal and State Agencies for improvements to the Airport.

6. Policies for Rail Transportation

- a. The City will encourage the maintenance of effective and efficient rail-freight service to the City.
- b. The City will plan land uses in a manner that the highest use of existing and future rail-freight service is achieved.
- c. Encourage the use of Southern Pacific rail facilities for AMTRAK.



## V. HOUSING ELEMENT



## V.

### HOUSING ELEMENT

#### INTRODUCTION

This document is an update of the Housing Element approved by the City Council in August, 1981. A draft of the document was sent, as required, to the State Department of Housing and Community Development within the required review period. The Housing Element was then approved by the Planning Commission and the City Council after the required period for comments from HCD had expired. Contained in this document are revised housing information; and new goals, objectives, policies and implementation measures. The City's progress in implementing the Housing Element is also reviewed in the text.

The Chowchilla General Plan Housing Element is the major housing strategy document for the City. In accordance with Government Code, the Housing Element should provide guidance and direction in the attainment of decent housing in a satisfying environment for all households within the City. The Housing Element presents information on the housing needs and problems of the City and sets forth the City's goals, objectives, policies and implementation programs aimed at alleviating unmet housing needs and remedying existing housing problems.

The Housing Element is intended to serve both as a clear expression of the City's determination to address housing needs and problems and to provide comprehensive guidance based on quantified methodology to the City regarding housing needs. It is also intended to promote coordination of City, State and Federal housing policies and programs in the attainment of decent housing for all.

The Housing Element is composed of nine major sections:

1. Population Characteristics and Needs Assessment;
2. Household Characteristics and Needs Assessment;
3. Housing Market Characteristics;
4. Non-Governmental Constraints;
5. Governmental Constraints;
6. Future Housing Needs;
7. Relationship of Zoning and Public Facilities to Residential Development;





8. Housing Goals; and

9. Housing Objectives, Policies and Implementation Programs.

A. POPULATION CHARACTERISTICS AND NEEDS ASSESSMENTS

1. Population

The City of Chowchilla increased its population by 17.8% from 1970 to 1980. The State Department of Finance estimated population for the City in 1985 is 5,894. The growth between 1980 and 1985 is approximately 3.3% per year (an increase of 722 persons). The City is expected to continue this upward trend in growth with a population of 7,396 and 2,474 households projected for 1992.

POPULATION AND PROJECTED POPULATION GROWTH

1980	1985	1989	1992
5,122	5,894	6,710	7,396

2. Age of Population

In the City, persons over 55 make up a significantly higher proportion (27.24%) than the state average (19.48%). Persons over 65, representing 16.95% of the City's population, also surpasses the state average of 10.21%. This large proportion of elderly persons has planning implications in housing and social service needs in the City during the Housing Element planning period (1985-92).

NUMBERS AND PROPORTIONS OF  
POPULATION BY AGE GROUP

<u>Age Group</u>	<u>Male</u>	<u>Female</u>	<u>City Total</u>	<u>City %</u>	<u>State %</u>
0-4	210	242	452	8.82	7.22
5-13	333	351	684	13.35	13.01
14-18	205	210	415	8.10	8.6
19-24	242	249	491	9.59	11.91
25-34	362	349	711	13.88	17.93
35-44	255	255	510	9.96	11.89
45-54	232	232	464	9.06	9.97
55-64	224	303	527	10.29	9.27
65-74	225	282	508	9.92	6.22
75+	136	224	360	7.03	3.99



### 3. Ethnic Population

The major ethnic group in the City of Chowchilla are Hispanics which comprise 4.96% of the City's population. This proportion is smaller than the state's average. The City's Hispanic population is distributed throughout the City and not concentrated in any particular area.

The proportions of Blacks, American Indian, Asian-Americans and members of "other" races are also below the state proportions.

#### ETHNIC AND RACIAL CHARACTERISTICS

	<u>Total City</u>	<u>City %</u>	<u>State %</u>
White	4,684	91.45%	66.60%
Black	35	.68	7.54
Hispanic	254	4.96	19.20
Native American,			
Asian-American	136	2.50	5.70
Other	21	.41	.96

### 4. Handicapped Persons

The number of handicapped persons in a city has important planning implications. A need for social services and handicapped access facilities are among the concerns a City must consider in its decision-making. Handicapped persons comprise a larger proportion of the city's working age population than the state's average. Of all residents between the working ages of 16-64, 13.4% have a work disability. In addition, a larger proportion of these handicapped persons are prevented from working.

The State Census Data Center also indicates the number of persons who are prevented from using public transportation facilities because of a physical disability. the City has a higher proportion of persons in the 16-64 age category with a transportation disability than does the State. The percentages of persons age 16-64 and over 65 with a transportation disability, are 2.7% and 14.3%, respectively. Although these statistics are not excessively high, they do indicate a need for transportation facilities with handicapped accessibility; as well as housing located in a downtown location close to services and stores which would aid the senior citizen population in the City.



## DISABLED PERSONS

	<u>Chowchilla</u>		<u>California</u>
	<u>Number</u>	<u>%</u>	<u>%</u>
Persons, Ages 16-64	2969		
With Work Disability	399	13.4	8.4
Prevented from Working	280	9.4	4.3

## PUBLIC TRANSPORTATION DISABILITY

	<u>Ages 16-64</u>	<u>65+</u>
Chowchilla	80 - 2.69%	118 - 14.25%
California	1.72%	14.4%

### 5. Persons in Group Quarters

Group quarters are living situations where kitchen, and perhaps bath and food, are shared, such as in a boarding house. This definition also applies to units in which people are cared for and includes such facilities as hospitals, convalescent hospitals, schools and prisons. The 1980 U.S. Census indicated 92 persons living in group quarters, or 2.2% of the City's population.

## B. HOUSEHOLD CHARACTERISTICS AND SPECIAL NEEDS HOUSEHOLDS

A household is any group of people living together in a residence, related or unrelated. A survey of household characteristics is useful to determine household size trends, overcrowded households, elderly households and the number of special need households such as large families, farm labor families and female-headed households.

### 1. Size and Number of Households

The City had 1,912 households in 1980. This number is expected to increase to 2,474 in 1992. Average household size had an estimated increase from 2.63 in 1980 to 2.708 in 1984. Although there are no statistics available on average household size beyond 1984, it appears this figure is rising slightly and could reach 3.0 by 1992.





CHOWCHILLA HOUSEHOLDS

	<u>1980</u>	<u>1984</u>	<u>1992 (Proj.)</u>
Households	1912	2097	2530
Population	5122	5708	7589
Average Size of Household	2.63	2.81	2.99

2. Elderly Households

The City's 1912 households include 567 (29.65%), with a householder 65 years or older. In addition, 153 of these householders, or 8% of total households, are renters. This points to the importance of preserving the City's rental stock in order that elderly householders who cannot afford to own a house will be able to locate affordable rental housing. The senior citizens housing facility in the City, built in 1983, has 46 units available.

AGE OF HOUSEHOLDER

	<u>Total</u>	<u>Renter</u>
Householder 65+	567	153

3. Female-Headed Households/Families

A significant number of families with a female head of household has implications for child care facilities, recreational and other social services. In 1980, 10.43% of all Chowchilla families were headed by females. Of these female-headed families with children in Chowchilla, 36.36% were living below the poverty level in 1980. Almost one-third, or 30.71%, of the families below poverty level are headed by females.



### FEMALE-HEADED HOUSEHOLDS

Category	Above Poverty Level	Below Poverty Level	Total	Below Poverty as % of Total
With Children under 18	49	28	77	36.36%
Without Children under 18	60	11	71	15.49
Total	109	39	148	26.35

#### 4. Overcrowded Households

Overcrowding is not a significant planning problem for the City of Chowchilla with 4.76% households defined as "overcrowded." Of those overcrowded households, 68.13% are renter households. The U.S. Census Bureau gauges overcrowding by tabulating the number of households occupied by over one person per room (not including kitchen and bathrooms).

<u>Persons Per Room</u>	<u>Total</u>	<u>Renters</u>
1.00 or Less	1821	638
1.01 - 1.50	70	49
1.51 or More	21	13

#### 5. Large Families/Households

In 1980, 3.77% of Chowchilla households contained 6 or more persons. Of those large households, 44.44% were renter households. These statistics point to the need to conserve the City's rental stock so that larger households (as well as overcrowded households) will continue to find housing at affordable cost.

<u>Persons in Unit</u>	<u>Total</u>	<u>Renters</u>
1 Person	439	196
2 Persons	640	172
3 Persons	342	142
4 Persons	282	110
5 Persons	137	48
6 Persons	72	32



## 6. Farm Labor Households

Another household type present in Chowchilla with special housing needs is the farm labor household. In many cases, the household consists of single men traveling from job to job throughout California's Central Valley. The most affordable housing for this group is a dormitory type unit. But, when accompanied by a family, the household requirements are broadened by the need to be close to work and schools as well as available for rent on a short-term basis.

No statistics are available on these migratory households. However, an estimate of migrant families using the number of students registered in the Migrant Education Program as of February 1985, indicates that about 10% of families with students in the City's K-6 and K-8 schools are migrants. This figure does not take into account those families who are not migrants but count seasonal employment as their only source of income. Although no exact figures are available on these households, it is evident there is a need for housing which accommodates this special group.

## 7. Income and Households

Income is another factor which affects people's needs and capabilities to acquire and maintain decent housing. The 1980 U.S. Census indicates that the City's median household income was \$12,164, compared to \$15,339 for Madera County and \$18,243 for the State.

### CHOWCHILLA HOUSEHOLD INCOME

<u>Income</u>	<u>Total</u>	<u>Percent</u>
Less than \$ 7,670 (Very Low Income)	644	30.0
\$7,671 - \$12,271 (Low Income)	472	22.0
\$12,271 - \$18,407 (Moderate Income)	451	21.0
\$18,408+ (Above Moderate Income)	580	27.0

- a. Very Low Income = not exceeding 50% of the median income of the County





- b. Low Income = between 50% and 80% of the median income of the county
- c. Moderate Income = between 80% and 120% of the median income of the County.
- d. Above Moderate Income = above 120% of the median income of the County.

Census figures also indicate that 8.95% of all families are below poverty level:

FAMILIES BELOW POVERTY LEVEL

	<u>Families</u>	<u>Percentage</u>
Above Poverty Level	1292	91.05%
Below Poverty Level	127	8.95

The table below indicates that 69 householders (3.66% of City total) age 65 or over are below poverty level; 81 householders (4.29% of City total) age 65 or over are at poverty level or 25% above.

HOUSEHOLDERS 65+

	<u>Total</u>	<u>Percentage</u>
Below Poverty	69	3.66%
Between 100 and 124% Poverty	81	4.29

a. Unemployment

The labor market in Chowchilla is representative of trends and statistics in Madera County overall. The principal employer in Madera County is agriculture which, in 1983, provided just under one-third of all employment. Using a measure of gross value, the 1983 Madera agricultural product decreased about 10 percent from 1982. Generally, income levels tend to be lower and unemployment rates higher in areas with agriculturally-based economics as in Madera County. Agriculture directly stimulates other portions of the economy in the county, such as transportation, wholesale and manufacturing. Fifty percent of Madera County's manufacturing operations were in food processing (about 7% of the total employment), as estimated by the Employment Development Department's Annual Planning Information, Madera County, 1984-85.



Just as employment fluctuates with the agricultural seasons, so does the unemployment rate. The employment tables below give the wage and salary employment annual averages and unemployment rates for the years 1982 and 1983, as well as EDD's forecasts for 1984 and 1985.

MADERA COUNTY

WAGE AND SALARY EMPLOYMENT  
1982-1985      ANNUAL AVERAGES

	1982	1983	Forecast 1984	1985
Total, All Industries	22,800	20,950	21,925	22,500

MADERA COUNTY  
UNEMPLOYMENT RATE

1982	1983	1984	1985
13.1%	14.1%	12.1%	11.8%

Source: Employment Development Department

8. Special Needs Households Summary

The special needs households in the City of Chowchilla are those headed by elderly, females and, to some extent, the elderly handicapped. Generally, these special households are constrained by low incomes but also because of their special characteristics which make it difficult to find suitable housing. In most cases, the housing market as it presently exists does not fulfill their specific needs and so they settle for less or overpay for housing.

Renter households, particularly those headed by lower-income residents, can be considered special needs types because in many cases they are unable to afford to own housing. In addition, many are overpaying for housing. This points to a need for housing to serve very low income residents. This could be served by a rent subsidy program for existing units or a public-owned development.

C. HOUSING MARKET CHARACTERISTICS

The Chowchilla housing market is characteristic of the larger



Madera County housing market. The percentage of renter-occupied housing is only slightly higher than that of Madera County, 37% compared to 33%. Comparing the age of City housing to that of the County indicates a larger number of older homes. In addition, the City has a lower median home value and gross rent than the County as a whole.

#### 1. Cost of Housing

The cost of housing in Chowchilla, as in other locations, can fluctuate based on interest rates and other costs beyond the City's control. Nevertheless, it is important for the City to keep abreast of the average costs of housing since fewer households than even a decade ago can afford to purchase their own houses.

An informal survey of the local newspaper shows the average cost of a three-bedroom, two-bath home with 1,100-1,300 square feet is \$45,000 to \$55,000. A larger home between 1,500-1,800 square feet costs \$55,000-\$75,000. Prices for existing lots, in most cases, are built into the purchase price of a home. Smaller homes with two-bedrooms, older homes or homes that are not in good condition can be found in the City and will cost less. However, a lower-income family may be able to afford the monthly mortgage on these homes but unable to install needed repairs. A larger family with a lower income may have to settle for a small home but within their budget.

Some households have found that purchasing a mobile home is an affordable means to own a home. A single-wide mobile home (14' x 60', 840 square feet) costs around \$15,000+. A double-wide (1,440 square feet) costs about \$25,000 to \$40,000, depending upon amenities installed. Mobile home spaces rent for \$100 to \$150 a month. Presently, there is one 10-space mobile home park within the city limits.

As does the cost of a home, rents vary in the City as well. The rent for a two-bedroom apartment is \$225-250 per month. A two-bedroom house rents from between \$250-300; a three-bedroom house generally falls into the \$400-450 range. A 4+ bedroom house falls within the \$450-550 range.

Housing in Chowchilla is inexpensive compared to the state average and is slightly lower than the County overall. Yet, a significant percentage of residents are overpaying for their housing (more than 25% of household income); particularly low-income renters.





The median gross rent for the City is \$164 and the median housing unit value is \$42,900. Yet more than half (57.84%) of renter-households pay greater than 25% of their income on housing expenses. Of all homeowners, 26.25% are paying more than 25% of their income for housing.

<u>HOUSEHOLD INCOME BY GROSS RENT</u> <u>AS PERCENT OF INCOME</u>				
0-4,999	5-9,999	10-14,999	15-19,999	20,000+
163-100%	119-86.2%	74-40.4%	17-21%	0-0%

The table above indicates that a significant number of lower-income residents are overpaying for housing. Using State Housing and Community Development's methodology for calculating lower-income overpayment indicates that 282 renters are overpaying in the \$0-9,999 category, and 33 in the \$10,000-14,999 category. This methodology calculates the number of households in the income range that is below 80% of the County's median income (\$13,862) that are overpaying for housing. Therefore, in Chowchilla, a total of 315 lower-income renters are overpaying for housing.

<u>HOUSEHOLD INCOME BY SELECTED MONTHLY COSTS</u> <u>AS PERCENT OF INCOME</u>				
0-4,999	5-9,999	10-14,999	15-19,999	20,000+
99-61.9%	96-34.5%	26-18.1%	48-32%	25-10.5%

Applying the same HCD methodology to the table above indicates that 195 homeowners in the \$0-9,999 income category, and 12 in the \$10,000-14,999 income category, for a total of 207 lower-income homeowners, are overpaying for housing.

## 2. Chowchilla Housing Stock

According to the 1980 U.S. Census, the City of Chowchilla had a total of 2,024 year-round housing units, 1912 of which were occupied. Almost two-thirds (63.4%) of the units were occupied by home-owners; 36.6% were rented. The housing vacancy rate was 5.43%. In addition, most of the housing units were single-family detached homes (85.38%).



HOUSING UNITS

	<u>Total</u>	<u>% of Total</u>	<u>Total Occ.</u>	<u>Renter Occ.</u>
1, Det.	1,728	85.38%	1,651	471
1, Att.	89	4.40	85	80
2	44	2.17	4	44
3 or 4	16	.79	5	0
5 or more	140	6.92	120	105
Mobile Home	7	.35	7	0

RENTER-OWNER MIX

	<u>Total</u>	<u>% of Total</u>
Rental	700	36.6%
Owner	1,212	63.4

VACANCY RATES

	<u>Overall Vacancy Rates</u>	<u>Vacancy Rate Within Group</u>
For Sale	28-1.38%	28/110 25.5%
For Rent	34-1.68	34/110 30.9
Other Vacant	48-2.37	48/110 43.6

3. Housing Condition

The condition of the City's housing age is a function of its age and how well the units have been maintained over the years. In general, the City's housing stock can be characterized as "aging," with 43.2% of the total units greater than 30 years old.

CITY HOUSING AGE

<u>Yr. Built</u>	<u>Total</u>	<u>% of Total</u>	<u>Total Occ.</u>	<u>Renter Occ.</u>
1979 - 1980	143	7.07%	120	26
1975 - 1978	130	6.42	115	66
1970 - 1974	132	6.52	132	50
1960 - 1969	303	14.97	303	83
1950 - 1959	441	21.79	415	154
1940 - 1949	544	26.88	520	22
1939 or Earlier	331	16.35	307	93

A Housing Quality Survey was conducted in 1980. Out of 2,024 units, 300 units, or 14.8%, were identified that



appeared to need minor rehabilitation (paint, minor roof repairs, etc.) or major rehabilitation (major repairs to roof, foundation or walls). Of this number 34 units, or 1.6% of the total housing stock, were deemed too damaged to warrant rehabilitation, and would require replacement.

#### 4. Energy Costs

The cost of utilities is often a sizable portion of a household's basic housing expenses. Electricity, gas, propane, wood and oil are the main energy sources used in the city. The large number of older homes in Chowchilla compounds the energy consumption problem. In many cases, these homes lack sufficient insulation and weatherization techniques, such as caulking, weather stripping and of storm windows are not used. Not utilizing or under-utilizing these methods can account for 25% or more of home heating costs.

Pacific Gas & Electric Company is the City's principal energy supplier. Although no city-wide energy audits have been performed, the company will provide an audit to a homeowner upon request. In addition, there are no interest loan programs for weatherization available to all customers; and free weatherization installation programs for low income and senior citizens. It is possible that many City residents are unaware of this program. The City could take an active role in dispensing this information to the public.

### D. GOVERNMENTAL CONSTRAINTS

#### 1. Ordinances

Zoning and Subdivision Ordinances are the two most significant land use and development control mechanisms established by the City. The Zoning Ordinance describes the uses permitted and the property development standards for every parcel of land within the City. The Subdivision Ordinance controls the design and improvement requirements that have been determined by the City to be the minimum necessary to protect the public's health, safety and welfare and to provide attractive residential environments. Moreover, the design and standard specifications are very similar to those utilized by other smaller communities in the Central San Joaquin Valley.

The City is in the process of completely revising the Zoning and Subdivision Ordinances. The whole emphasis of the revisions is to provide a more simplified, accessible and comprehensive set of ordinances. For residential





development, the City is considering lowering the minimum lot size in the R-1 single family zone to 5,000 square feet; providing density bonuses for affordable housing; allowing manufactured housing in all residential zones; and encouraging innovative housing types (commonwall, zero lotline, etc.).

## 2. Permit Approval Processing

The City does not have an elaborate, expensive or overly time-consuming permit approval process. Applications for housing projects are processed in the minimum time necessary to adequately review the project and to comply with the requirements of the California Environmental Quality Act, Planning Commission and City Council meeting schedules and public hearing requirements. The City has recently implemented a comprehensive procedural program which will reduce processing time, and minimize confusion.

The existing fee structure for processing is quite modest, and does not cover the actual expense of processing. The hook-up fees for water, sewer, and drainage, as closely as possible, reflects the actual cost of providing the service. The fee structure and permit processing is not an obstacle or constraint to the development of affordable housing.

## 3. Service and Facility Infrastructure

The existing sewer treatment system is sufficient to handle the anticipated growth. The present water system is at capacity. The City could use an additional well and a general upgrading of the distribution network. The drainage system is in need of expansion. There is a committee, made up of the Water District, Board of Supervisors, and the City Council, that is looking into a solution for future capacity.

## E. NONGOVERNMENTAL CONSTRAINTS

The three most apparent market constraints affecting the development of affordable housing within the City are land cost, material and labor costs and financing costs. The City generally has planned an ample amount of land within or adjacent to its boundaries for residential development (see table below). An increasing demand for land together with land speculation and inflation have caused its cost to increase. The cost of residential land within the City is still relatively moderate in comparison to land costs in the Fresno metropolitan and other urban areas of the State.



The increasing costs of building materials and labor have adversely affected the cost of housing. This problem is not unique to, nor controllable by, the City.

Recent high interest rates probably have had the most significant effect upon the affordability of housing. The high costs of financing site preparation and construction together with a high mortgage rates have served to substantially decrease housing starts and sales and to increase housing costs. Interest rates are subject to fluctuations of national economic policies and conditions and are not subject to local control.

Other areas that drive up the cost of housing include financing, marketing, profit to a developer and, to a lesser extent, property taxes. Real estate fees average about 6% on a home.

The table below indicates the average housing development costs in the City of Chowchilla, as well as Madera County overall.

#### AVERAGE HOUSING DEVELOPMENT COSTS

Land and Improvements (Average Lot: 65 x 100')	\$14,000
City Hookup Cost	500
Construction (includes Developer profit):	
1,250 sq/ft house at \$32.00 sq/ft	40,000
480 sq/ft garage at \$13.00 sq/ft	6,240
	\$60,740

#### F. FUTURE HOUSING NEEDS

##### 1. Fair Share Allocation of Housing Needs

Federal regulations require that areawide agencies "identify the housing needs of the current prospective population by appropriate geographic sectors and identifiable segments of the population and provide for the distribution of housing resources (including assisted housing) to meet the needs of all citizens in order to provide a choice of housing type and location." The regulations further require that broad goals and annual objectives be specified and that a housing policy be established to allocate housing resources in a manner appropriate to the identified needs.



A housing needs plan for Madera County has been prepared by the State Department of Housing and Community Development (HCD) in order to assist Madera County and the cities of Chowchilla and Madera in meeting the requirements of AB 2583 of 1980. The Department prepares these plans pursuant to Government Code Section 65584 for use by local governments which are in counties that do not have a Council of Governments.

The purpose of a regional housing needs plan is to examine housing needs in a geographical area and to allocate a share of the projected regional need to each local government. Those jurisdictions then have the responsibility for planning, in their housing elements, to meet those needs.

Madera County has been divided by HCD into three housing market areas: the Madera Market Area, the Chowchilla Market Area and the Rural Market Area. The Madera Market Area consists of the Madera and Madera Southeast Census Civil Divisions as designated by the U.S. Census Bureau. This market area is divided into two parts: the City of Madera and the remainder of the area (called Madera Unincorporated). The Chowchilla Market Area consists only of the City of Chowchilla. The Rural Market Area consists of the remainder of the County.

## 2. Projected Housing Needs

The Department of Housing and Community Development has estimated the number of housing units needed to accommodate the projected 1992 households in the City. The formula used by the Department to arrive at number of units takes into account the desired vacancy rate which has been determined to be necessary to provide a stable housing market.

According to HCD, 2318 units will be needed by January 1, 1992, or an increase of 138 units between 1984 to 1992. Between January 1, 1984 and January 1, 1985, eight units were constructed and 14 units were demolished in the City; for a net loss of 6 units. In 1980, The City conducted a Housing Quality Survey and noted 300 homes in need of minor and major repairs. Of this number, 34 units were deemed too badly damaged to warrant rehabilitation. As stated above, in 1984, The City recorded 14 units were demolished. Therefore, HCD's "Basic Construction Needs" figure should be adjusted to 164 units; allowing for 20 units which may be demolished during this Element's planning period.





POPULATION AND HOUSING UNITS PROJECTIONS

	<u>1980</u>	<u>1985</u>	<u>1992 (Proj.)</u>
Population	5122	5894	7396
Households	1912	2097	2474
Housing Units	2024	2176	2617

3. Affordable Housing Needs - Fair Share

Chowchilla's "fair share" of low and moderate income housing provision in the county consists of the number of units needed in the next seven years (164) multiplied by its total proportion of households in each income category.

SUMMARY OF HOUSING NEEDS BY INCOME - 1992

<u>Income Group</u>	<u>Households 1992</u>	<u>Percentages</u>	<u>Total 1992 Housing Units</u>
Very Low	644	30%	49
Other Lower	472	22	36
Moderate	451	21	34
Above Moderate	580	27	45
Total	2147*	100	164

\*Housing and Community Development projection for 1992 households. City's household projection is based on more current population figures (2,474 in 1992). It can be assumed that the percentages for income groups will remain the same, and the number of housing units needed will be closer to 520 by the year 1992. (See Appendix B for Statistical Summary and assumptions).

The City is fully aware that households in the City's very low income categories are unable to buy their own homes. The County of Madera Planning Department estimates that an income of \$26,500 is needed to purchase a \$50,000 house at a 13% interest rate on a 30-year mortgage, assuming 25% of the family's monthly income goes into housing payments. Based on the facts that, in 1980, the median housing unit value was \$42,900 and the median household income was \$12,164, it is evident that few low-income households, if any, would be able to purchase a home under these conditions. A new home in Chowchilla, as previously noted, would cost over \$60,740 at today's prices, and is totally out of reach of the lower income categories.



With these facts in mind, the City must make every effort to preserve its existing rental stock, cooperate with the City's Housing Authority to increase the number of rent subsidy units, encourage the development of public-owned housing or any Federal or State program designed to promote housing for low-income residents.

The City can also ensure adequate zoning for multi-family rental units as well as work with developers who show an interest in building such housing.

#### 4. Land Inventory

The table below summarizes the amount of vacant and agricultural land designated for residential by the Proposed Land Use Element. The majority of this land is not presently within the city limits, and would require extensions and additions to the infrastructure in order to develop. It should also be noted that the Proposed Land Use Element requires that a considerable part of the older single family areas of the City be rezoned to higher densities to provide flexibility for redevelopment efforts.

For the immediate future, within the incorporated portion of the City, there is a proposed 130 unit mobile home park south of Washington Road adjacent to the shopping center; a 175-200 unit medium high density patio homes development proposal (price range from \$46,500 to \$49,500) at the southerly City limits; and a 12 unit subdivision at the extreme southwest corner of the City.

#### LAND PLANNED FOR RESIDENTIAL DEVELOPMENT (a)

	<u>Acres</u>	<u>Housing Units</u>
Low Density (b)	162	939 (f)
Medium Density (c)	319	2,233 (g)
Medium-High Density (d)	89.5	1,038 (h)
High Density (e)	19	437 (i)
<u>TOTALS</u>	589.5	4,647

- a. Includes vacant and agricultural land designated for residential development in the Land Use Element of the General Plan.
- b. Low density means land designated for single family development with a minimum lot size of 6,000 square feet.



- c. Medium density means land designated for single family development with a minimum lot size of 5,000 square feet.
- d. Medium-high density means land designated for multiple family development with a minimum population density of 3,000 square feet per dwelling unit.
- e. High density means land designated for multiple family development with a minimum population density of 1,500 square feet per dwelling unit.
- f.  $162 \text{ acres} \times 5.8 \text{ housing units/acre} = 939 \text{ housing units.}$
- g.  $319 \text{ acres} \times 7 \text{ housing units/acre} = 2,233 \text{ housing units.}$
- h.  $89.5 \text{ acres} \times 11.6 \text{ housing units/acre} = 1,038 \text{ housing units.}$
- i.  $19 \text{ acres} \times 23.0 \text{ housing units/acre} = 437 \text{ housing units.}$

#### 5. Adequate Sites Strategy

As previously discussed, a total of 164 new housing units are needed to accommodate growth to 1992, or an average of about 23 units a year between 1985 and 1992.

As stated above, there are 130 mobile home units, and 175 to 200 patio home units planned within the near future. This will provide between 305 and 330 very affordable dwelling units. Both proposals are within reasonable proximity of City services, and are part of the west side sewer project. In addition, it is hoped that by allowing higher densities in the older residential neighborhoods, the replacement of older units with more efficient new units will be encouraged.

In summary, there are more than adequate sites, within proximity of existing infrastructure, to meet all of the identified housing needs.

#### 6. Conservation of Existing Affordable Housing

The City's Housing Authority is the Merced County Housing Authority. Presently, the City has received no housing allocation from HUD. The City has placed considerable emphasis on making application for 1985 CDBG funds. The City has identified a Plan Area and low-income prospects with a particular emphasis on elderly and female-headed households as participants in this year's rehabilitation program. The City is currently pre-qualifying the prospects to ensure they meet CDBG low-income criteria,





and are the best candidates for the program. If the City's application is successful, 20 homes will be rehabilitated this year.

G. RELATIONSHIP OF ZONING AND PUBLIC FACILITIES TO RESIDENTIAL DEVELOPMENT

Every effort has been made allow for higher densities, and encourage a wide range of affordable housing units. The sites, within the current city limits that have been identified as suitable for residential development, have some infrastructure limitations. There is ample sewer capacity in the plant, and transmission lines are accessible with a modest investment. Development of the residential property on both sides of Robertson Blvd. in the southern end of the City, will require substantial drainage improvements and additional water wells and line improvements.

H. HOUSING GOALS

The goals of the City for housing are as follows:

1. To provide decent housing in a satisfying environment for all persons regardless of age, race, sex, marital status, ethnic background, sources of income or other arbitrary factors.
2. To provide housing selection by location, type, price and tenure.
3. To provide for the development of a balanced residential environment with access to employment opportunities, community facility and adequate services.
4. To encourage planned growth in the City by designating suitable sites for residential development.
5. To improve and conserve existing residential areas.
6. To reduce residential energy use within the City and to help decrease housing costs and conserve the resource.

I. HOUSING OBJECTIVES, POLICIES AND IMPLEMENTATION PROGRAMS

The housing objectives, policies and implementation programs of the City are designed to address the housing needs and



goals of the community as defined in this Housing Element. They are presented in this Section in six interrelated categories: (1) adequate provision of housing for all economic segments of the community; (2) adequate provision of sites for housing within the community; (3) preservation or conservation of housing and neighborhoods; (4) maintenance of housing accessibility or the avoidance of discrimination in housing; (5) preservation of the affordability of housing at the same time its condition is being improved or maintained; and (6) energy conservation.

## 1. Adequate Provision for Housing

### a. Objective

To increase the supply of housing for all households especially low- and moderate-income households now living in substandard, overcrowded or otherwise unsuitable housing, or who must pay a disproportionate share of their incomes to obtain housing of any kind.

### b. Policies

- i. The City shall maintain land use and subdivision controls and regulations in a manner which does not unnecessarily increase the cost of housing.
- ii. The City shall charge the minimum fees necessary to cover the costs of processing and providing urban services for housing developments.
- iii. The City shall maintain a streamlined development approval process for housing projects consistent with the provisions of the Subdivision Map Act and other applicable State laws.
- iv. The City shall encourage and cooperate in the use of County, State and Federal housing programs aimed at securing suitable housing for all economic segments of the community.
- v. The City shall maintain a Housing Authority to facilitate the development of low-income housing.
- vi. The City shall encourage and seek to facilitate the development of housing by the private sector within the City.
- vii. The City shall encourage an adequate number of rental units affordable to low- and moderate-income households within the City.

### c. Implementation Programs

- i. The City will review and revise as necessary its Zoning Ordinance, Subdivision Ordinance, and



Standard Specifications to ensure that they do not contain any unnecessary provisions which increase the cost of housing. This review will be undertaken within one year of the adoption of this Housing Element.

Lead Agency: City Administrator/Planning

Revision: July 1, 1985

- ii. The City will analyze and implement as appropriate Chapter 4.3 of the State of California Government Code entitled "Density Bonuses and Other Incentives." Chapter 4.3 allows for the provision of a density increase of at least 25 percent or other bonus incentives when a developer of a housing development of five or more units agrees to construct at least 25 percent of the total units for persons or families of low- or moderate-income.

Lead Agency: City Administrator/Planning

Incorporated into Ordinance: July 1, 1985

- iii. The City will review and revise as necessary all fees and charges related to housing development to ensure that they are the minimum necessary to process and provide urban services for the development. This review will be undertaken within one year of the adoption of this Housing Element.

Lead Agency: City Administrator/Planning

Yearly Report

- iv. The City will continue to encourage and cooperate in the use of existing and future County, State, and Federal housing programs aimed at meeting the needs of low- and moderate-income households, the elderly, and the handicapped. Such programs include the FmHa 502, 504 & 515 programs; Section 212, 235, 236, 221(d)3 & 4; programs of the California Housing Finance Agency.

Lead Agency: City Administrator/Planning

Units: 50 units/by 1992

- v. The City will continue to promote the subsidizing of low-income housing through the programs of its Housing Authority.

Lead Agency: City Administrator/Planning

Units: Average 2 units/year

- vi. The City will provide interested households with information regarding County, State, and Federal housing assistance programs.

Lead Agency: City Administrator/Planning

On-going





vii. The City will continue to work with real estate professionals, developers, and the Chamber of Commerce to encourage the development of housing for the private sector within the City.  
Lead Agency: City Administrator/Planning  
On-going

viii. The City shall conduct a yearly assessment of rental units to ensure an adequate supply is available to meet demands.  
Lead Agency: City Administrator/Planning  
Yearly Report

## 2. Provision of Adequate Sites for Housing

### a. Objective

To provide adequate sites at suitable locations which collectively accommodate a range of housing (type, size, and price) responsive to the needs of all segments of the community.

### b. Policies

- i. The City shall designate and maintain in the Land Use Element of the General Plan adequate amounts of land for different densities and types of housing. This shall include land that can be developed at a full range of housing densities and with a variety of housing types and arrangements--single family and multiple family, site built and manufactured housing, mobile home parks, planned developments, and second units on single family lots.
- ii. The City shall coordinate the planning and implementation of public facility improvements in a manner that is supportive of housing development.
- iii. The City shall avoid locating housing in areas that are adjacent to conflicting land uses or are subject to environmental hazards.
- iv. The City shall coordinate land use and circulation planning so that housing is accessible to transportation, employment, commercial and recreational centers.
- v. The City shall promote handicapped access in new housing developments.



c. Implementation Programs.

- i. The City will review the Land Use Element on an annual basis and revise it as necessary to ensure that there is adequate land planned for residential development. This review will address the amount of land that is available for different types and densities of housing development, the relationship or proximity of this land to public infrastructure improvements as well as to conflicting land uses and environmental hazards; its accessibility to transportation, employment, commercial and recreation centers. Information available in the other elements of the General Plan on circulation, transportation and man-made and natural hazards will be considered during this review process.  
Lead Agency: City Administrator/Planning  
Yearly Report
- ii. The City will ensure adequate sites for mobile homes by allowing mobile homes on residential single family lots and encouraging mobile home subdivisions and mobile home parks.  
Lead Agency: City Administrator/Planning  
Ordinance Revision: July 1, 1985
- iii. The City shall develop a granny flat ordinance. The ordinance shall identify allowable areas and emphasize the retention of single family character of the neighborhood.  
Lead Agency: City Administrator/Planning  
Ordinance Revision: July 1, 1985
- iv. The City shall promote mixed use of housing and commercial in downtown Chowchilla by allowing multiple dwelling units by conditional use.  
Lead Agency: City Administrator/Planning  
On-going/accomplished in ordinance
- v. The City shall maximize the use of vacant land within City and land contiguous to current development for housing in order to reduce cost of facilities and create a compact city form.  
Lead Agency: City Administrator/Planning  
Yearly Report
- vi. The City will continue to monitor and pursue funding for public infrastructure improvements that can be utilized to facilitate housing development.  
Lead Agency: City Administrator/Planning  
Engineering Yearly Report



- vii. The City will continue to review new housing developments for handicapped access. All new public facilities shall be accessible.

Lead Agency: City  
Administrator/Planning/Engineering  
Yearly Report

### 3. Preservation of Housing

#### a. Objective

To preserve existing housing and neighborhoods.

#### b. Policies

- i. The City shall monitor the quality of housing.
- ii. The City shall enforce building and safety codes as a means of preserving housing quality.
- iii. The City shall encourage and cooperate in the use of County, State and Federal housing programs aimed at housing and neighborhood preservation.

#### c. Implementation Programs

- i. The City will conduct a housing quality survey at least every five years. The results of the survey will be utilized to identify existing and potential housing problems, evaluate the effectiveness of existing programs and identify areas for future conservation and preservation efforts.

Lead Agency: City Administrator/Planning  
Next Survey: January 1, 1986

- ii. The City will review and revise as necessary its building and safety codes to insure that they address housing preservation in an effective and economical manner. This review will be undertaken within one year of the adoption of this Housing Element.

Lead Agency: City Administrator/Planning  
Buildings/Engineering Yearly Report

- iii. The City will continue to maintain a code enforcement program. This program will be preventative in nature. It will identify and attempt to correct housing preservation problems at an early stage. It will also address and attempt to correct existing housing hazards which may be detrimental to the health and safety of households.

Lead Agency: City Administrator/Planning  
Buildings On-going





- iv. The City will provide owner or occupants of dwellings that are in need of rehabilitation with information on available housing rehabilitation assistance programs.  
Lead Agency: City Administrator/Planning Buildings On-going
- v. The City will continue to encourage and cooperate in the use of existing and future County, State and Federal housing programs aimed at housing preservation. Such programs include: FmHA Section 504, 515; HUD Section 8, 312; and programs associated with CHFA.  
Lead Agency: City Administrator/Planning Units: 20 units by 1992
- vi. The City will encourage local and regional educational institutions to develop adult education home maintenance and repair courses.  
Lead Agency: City Administrator On-going

#### 4. Accessibility of Housing

##### a. Objective

To reduce the effects of discrimination in housing based on race, color, religion, sex, family size, marital status, national origin, ancestry or other arbitrary factors and to provide safeguards against future discrimination in housing.

##### b. Policy

The City shall seek to prevent discrimination in housing and to support State and Federal anti-discrimination laws.

##### c. Implementation Programs

- i. The City will continue to support the enforcement of Fair Housing laws, as expressed in Title 8 of the Civil Rights Act of 1968, as amended.  
Lead Agency: City Administrator On-going
- ii. The City will refer all inquiries and complaints concerning housing discrimination to appropriate State and Federal agencies.  
Lead Agency: City Administrator On-going



## 5. Affordability of Housing

### a. Objective

To plan for housing in a manner which does not adversely affect its affordability.

### b. Policy

- i. The City shall encourage Federal and State governments not to adopt legislation or programs which may adversely affect the affordability of housing.
- ii. The City shall attempt to minimize any effect that its efforts to conserve or expand the supply of housing may have upon housing affordability.

### c. Implementation Programs

- i. The City will encourage the State and Federal governments to review and revise as necessary any legislation or programs which adversely affect housing affordability and will review and comment on proposed Federal and State legislation which have the potential for adversely impacting the affordability of housing. The City will coordinate with local members of the State and Federal legislator in their efforts to preserve housing affordability.

Lead Agency: City Administrator  
On-going

- ii. The City will review any actions or programs relating to housing that it is considering for their impacts upon housing affordability.

Lead Agency: City Administrator/Planning  
On-going

## 6. Energy Conservation

### a. Objective

To reduce residential energy use within the City and help decrease housing costs and conserve resources.

### b. Policy

- i. Educate the public in the area of energy conservation and create awareness of available programs.



- ii. Promote use of passive solar energy within the City.
- iii. Actively enforce State construction standards for energy efficiency.

c. Implementation Program

- i. The City should actively cooperate with Pacific Gas and Electric Company and various winterization programs to promote energy conservation and community awareness of existing programs.  
Lead Agency: City Administrator  
On-going
- ii. The City should adopt a solar access ordinance for new homes and home additions to insure homes have access to southerly sun for passive heating and lighting.  
Lead Agency: City Administrator/Planning  
Ordinance Revision: July 1, 1985
- iii. The City should acquaint building inspectors with new standards and distribute building standards to permit applicants.  
Lead Agency: City Administrator/Planning  
On-going





## APPENDIX A

### PUBLIC PARTICIPATION AND UPDATE

#### 1. PUBLIC PARTICIPATION AND INTERGOVERNMENTAL COORDINATION

This Housing Element was prepared by Valley Planning Consultants in cooperation with the Chowchilla Planning Commission and City Council. The Draft Housing Element has been substantially revised to accommodate the comments made on the Preliminary Draft Housing Element by the State Department of Housing and Community Development, on September 4, 1984. Two public hearings were held by the Planning Commission on the Draft Housing Element, and one public hearing by the City Council. Additional public participation will be encouraged in the hearings that will be held by the Planning Commission and the City Council prior to the adoption of the Housing Element.

Other agencies that were contacted during the preparation of this Housing Element included the Madera County Planning Department and the State Department of Housing and Community Development.

#### 2. REVIEW AND UPDATE

This Housing Element shall be revised as need dictates, but no less than once every five years. This periodic review shall include, as appropriate:

- A. Revision of the housing problem analysis to incorporate new census data made available by the U.S. Census.
- B. Revision of the housing implementation programs to:
  - 1. Evaluate the effectiveness of the programs in accomplishing the goals, objectives, and policies established in the Housing Element.
  - 2. Set out plans the City has undertaken since the last update or intends to implement in the future.
  - 3. Identify the current plans which have been discontinued since the last update or will be discontinued, indicating the reasons for their discontinuation.

The Planning Commission shall review the implementation programs on an annual basis. This review shall be accomplished through a report which examines the programs in accordance with the outline set forth in subsection 2 above. This report may be incorporated in the annual report which the Planning Commission must file with the City Council pursuant to Government Code Section 65400(b).



## SUMMARY OF REVIEW AND UPDATE

- A. The housing problem analysis has been revised to reflect the availability of new census information.
- B. Revision of housing implementation programs:
  - 1. Since 1981, 93 single family units have been built; 2 apartment complexes, comprising 50 units have been built; and a 46 unit senior citizens complex was constructed.

One of the apartment complexes (38) units was built through a HUD subsidy program. The senior citizens complex was developed through CHFA funding.

With the exception of instituting a program of density bonuses, the City has fulfilled the goals, objectives, and policies established in the Housing Element.
  - 2. New plans to be undertaken by the City are underlined in the Goals, Objectives, Policies, and Implementation Programs.
- C. No current plans have been discontinued.



## APPENDIX B

### Assumptions for Population, Household, and Housing Unit Projections

1. Historic growth rate for the City of Chowchilla between 1980 and 1985 has been calculated to be 2.85% per year.
2. There have been a number of developers that have submitted concept designs for housing developments in the City of Chowchilla. The City's basic infrastructure can accomodate growth due to recent improvements. Therefore, the growth rate anticipated over the next seven years is estimated at 3.29%.
3. As indicated in the Element, the population per household is expected to increase more in line with other smaller cities in the area from 2.81 in 1985 to about 2.99 per household by 1992.
4. The vacancy rate for owner housing units will be approximately 1.5% and renter units at 2%, with vacant other near 1.5%. The current vacancy rate in the City is estimated by the State Department of Finance at 3.63% while the 1980 Census listed 5.43%.
5. Removal of units from the housing stock is estimated by researching the number of total units destroyed and not rebuilt from fire and demolition in the City. We estimate that about 16 units will fall into this catagory during the planning period.





City of Chowchilla  
Housing Element  
Population and Housing  
Projections

Year	Growth Rate	Population per Household	Population	Number of Households	New Households	Renter Vacancy Rate (2%)	Owner Vacancy Rate (1.5%)	1.5% Other Vacant Units	0.1% Units Removed	Total Housing Units
1985	1.03297	2.81	5894	2097	0	44	31	33	0	2205
1986		2.85	6088	2136	39	45	32	33	2	2249
1987		2.89	6289	2176	40	46	33	34	4	2293
1988		2.92	6496	2225	49	47	33	35	7	2346
1989		2.94	6711	2283	58	48	34	36	9	2409
1990		2.96	6932	2342	59	49	35	37	11	2474
1991		2.98	7160	2403	61	50	36	37	14	2540
1992		2.99	7396	2474	71	52	37	39	16	2617
					377	52	37	39	16	

	Population	Growth Rate	Projected Population					
Historic Growth	1980	5122	1.02849	5122	0.021	0.015	0.0156	0.001
	1981			5268				
	1982			5418				
	1983			5572				
	1984			5731				
	1985			5894				

Housing Need Projection  
Based on Revised Number  
of Households - 1992

Income Group	Households 1992	Percentage	Total 1992 Housing Units
Very Low	785	0.3	113
Lower	576	0.22	83
Moderate	550	0.21	79
Above Mod	707	0.27	102
			377



## VI. NOISE ELEMENT



## VI

### NOISE ELEMENT

#### INTRODUCTION

The Noise Element of the Chowchilla General Plan provides a basis for controlling and abating environmental noise within the community and for protecting citizens from excessive exposure to it. The Noise Element presents information on existing and anticipated noise levels and sets forth the City's goals, objectives, policies and implementation programs aimed at achieving a healthful community noise environment.

#### A. DEFINITIONS

The following are definitions of terms used in this Noise Element. The definitions reflect those utilized in the State's Noise Element Guidelines.

1. A-Weighted Sound Level - The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.
2. CNEL, Community Noise Equivalent Level - The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7 pm to 10 pm and after addition of ten decibels to sound levels in the night before 7 am and after 10 pm.
3. Decibel, dB - A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).
4. Ldn, Day-Night Average Level - The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of ten decibels to sound levels in the night before 7 am and after 10 pm.





5. Noise - Unwanted sound.

6. Noise Impacted Areas -Areas of the community exposed to Ldn (CNEL) 60 or greater.

7. Noise Sensitive Uses - These include, but are not limited to areas containing schools, hospitals, rest homes, long-term medical or mental care facilities, or any other land use area deemed noise sensitive by the City.

#### B. EXISTING AND PROJECTED NOISE CONDITIONS

Most of the land and urban development within the Chowchilla Planning Area is not subject to existing or projected significant noise levels. The only noise impacted areas [where the noise levels exceed Ldn (CNEL) 60 or greater] are along Freeway 99, Highway 152, Highway 233 (Robertson Boulevard) and in the vicinity of the Chowchilla Airport and some existing industries. Noise impacts associated with industries are generally contained on or near the source property with the exception of some areas along the Mariposa Avenue alignment. In this area, some residents and part of the high school are exposed to noise in excess of Ldn (CNEL) 60.

#### C. NOISE GOAL

The goal of the City for noise is to maintain a healthful community-wide noise environment.

#### D. NOISE OBJECTIVES, POLICIES AND IMPLEMENTATION PROGRAMS

##### 1. Noise Objectives

- a. To protect existing and future residential and other noise sensitive uses from significant noise impacts.
- b. To provide sufficient information concerning the community noise environment, including the location of noise impacted areas, so that noise can be effectively considered in the city planning and development process.

##### 2. Noise Policies

- a. A community Noise Ordinance should be prepared by the City for use in resolving noise complaint situations.



- b. The City shall designate areas of the community exposed to Ldn (CNEL) 60 or greater as noise impacted areas.
- c. The City shall not permit development of residential or other noise sensitive uses in noise impacted areas unless effective noise mitigation measures are incorporated into the project design that reduce the exterior noise level to less than Ldn (CNEL) 60.
- d. The City shall not allow the establishment of uses or activities which will have significant noise impacts upon the community.
- e. The City shall prohibit the introduction of any permanent, nonresidential land use (industrial, commercial, public utility, etc.) if the projected noise emission level exceeds 60 dBA measured at the boundary of a nearby residential or open space designation. Proposed nonresidential uses, directly abutting residential or open space uses, shall prepare a noise attenuation plan that demonstrates that the noise level, at the nearest residential or open space property line, will not exceed 60 dBA for 30 minutes in any given hour.
- f. The City shall support State and Federal programs aimed at abating vehicular, rail and aircraft related noise impacts.

#### E. NOISE IMPLEMENTATION PROGRAMS

- 1. The City will utilize the information contained in this Noise Element, the California Environmental Quality Act review process and any other appropriate means to evaluate development proposals for their potential to create noise impacts or to be exposed to existing noise impacts. The City will require that measures be included in the project design to mitigate possible impacts.
- 2. The City will enforce the requirements of Title 25 of the California Administrative Code for development of all new multi-family dwelling units, such as apartments and condominiums and other units such as hotels.
- 3. The City will evaluate proposed amendments to the Land Use, Circulation and Transportation and other elements of the General Plan in terms of their relationship to this Noise Element and impacts upon the community noise environment.



4. The City will consider noise impacts associated with trucks and automobiles in designating truck routes and establishing speed limits.
5. The City will encourage appropriate authorities to stringently enforce California Vehicle Code Standards relating to noise emission levels and muffler systems.
6. The City will periodically review and update as necessary the Noise Element to assure that adopted policies are responsive to changing conditions and technology.



## METHODOLOGY

Prior to beginning the measurement and analytical portions of the study, TPC staff met with representatives from the City of Chowchilla to discuss the location and relative importance of major noise sources and sensitive receivers within the community. Table 1 lists the major sources and sensitive receivers as they were identified during the meeting and as a result of a field survey of the study area.

As recommended by the ONC guidelines, analytical noise exposure modeling was used wherever possible to develop generalized noise contours around major noise sources in the community. In general, analytical models make use of source specific data including average levels of activity, hours of operation, seasonal fluctuations in activity and average levels of noise emission from source operations. Analytical methods are available for many sources of community noise; however, they must be used carefully to ensure that data inputs and assumptions will produce valid results. Generally, the analytical methods used in this study closely follow recommendations made by ONC (Ref. 11). Source specific data were obtained from the best available sources, as will be described in later sections, and field-measured noise level data were used whenever possible to supplement analytical methods. Where available, noise source operational data were obtained for existing levels of source activity (1980) and for activity levels anticipated in 20 years (2000). As might be expected, precise information concerning levels of activity in 20 years was very difficult to obtain. Consequently, projected noise levels for the year 2000 should be regarded as rough estimates.

As required by the ONC guidelines, community noise levels in the vicinity of noise sensitive receivers were determined by monitoring. The noise monitoring equipment used for this portion of the study complies with all specifications of the American National Standards Institute (ANSI) for Type 1 sound level meters. The location and results of noise monitoring will be fully described in a later section.





## DATA AND RESULTS

### MAJOR NOISE SOURCES

In the study area, major noise sources can be categorized as either transportation or stationary noise sources. The following discussion is a summary of the methods and data used to develop generalized noise level contours for these sources. Figure 1 is a composite noise level contour map showing the location and relative impact of existing (1980) noise sources in the study area.

### Transportation Noise Sources

State Highways. Noise exposure information was available from the California Department of Transportation (Caltrans) concerning Highways 99, 152 and 233 for existing traffic conditions (1980) and for estimated conditions in 20 years (Ref. 10). As reported by Caltrans, estimated distances from the edge of the right-of-way (ROW) to the Day-Night Average Level (L<sub>dn</sub>) contours are summarized below:

#### State Highway 99

<u>L<sub>dn</sub></u>	<u>1980</u>	<u>2000</u>
75	60'	120'
70	140'	230'
65	350'	650'
60	700'	1650'

#### State Highway 152

<u>L<sub>dn</sub></u>	<u>1980</u>	<u>2000</u>
75	20'	30'
70	50'	75'
65	100'	150'
60	200'	300'

#### State Highway 233 (Robertson Boulevard)

<u>L<sub>dn</sub></u>	<u>1980</u>	<u>2000</u>
75	ROW	15'
70	25'	40'
65	85'	110'
60	225'	290'

NOTE: All distances measured from edge of right-of-way (ROW).



Southern Pacific Railroad. The Southern Pacific Transportation Company was contacted to obtain operational data for mainline and switching operations in the Chowchilla area (Ref. 4). Switching operations are relatively infrequent and were considered to be insignificant in terms of their contributions to total noise generated by railroad operations. Railroad officials were unable to provide information concerning the level of activity anticipated in 20 years (2000). Operational data for existing conditions (1980) are summarized in Table II. Using operational data from Table II and analytical methods recommended by ONC,  $L_{dn}$  contours were developed based upon noise levels from individual trains and the equivalent number of daily operations, which includes a 10dB penalty factor for operations occurring between 10pm and 7am. Adjustments were made for sections along the mainline within 1000 feet of grade crossings or near switch points where noise levels are higher due to the use of warning whistles or from increased wheel/rail interaction. Estimated  $L_{dn}$  contour distances from the center of the mainline are summarized below for existing levels of operations (1980).

1980

<u><math>L_{dn}</math></u>	<u>No Adjustments</u>	<u>Adjusted for Grade Crossings or Switches</u>
75	160'	260'
70	300'	475'
65	525'	850'
60	950'	1600'

Chowchilla Municipal Airport. Generalized Community Noise Equivalent Level (CNEL) contours were prepared for Chowchilla Municipal Airport (CMA) based on airport operational data from local sources and aircraft noise levels from TPC files and field measurements at CMA. Operational data were obtained from the CMA fixed base operator (Ref. 5), who was identified by local officials as being the most knowledgeable person concerning local airport activities. Airport operational data for existing levels of activity (1980) are summarized in Table III.

Reference noise levels for general aviation aircraft were obtained from TPC files which contain noise level data for a large number of general aviation airports. For aerial application aircraft, noise level data were supplemented by field measurements. The measurement sites used for field monitoring are



depicted in Figure 2. Table IV is a summary of measured and reference noise level data used by TPC to calculate noise exposure levels from airport/aircraft operations. Estimated CNEL contours based on these calculations are shown for existing activity levels (1980) in Figure 2.

Forecast levels of airport activity in 20 years (2000) were not available from local sources. However, it can safely be assumed that airport activity will increase as population increases in the area. Using data from other studies of California airports conducted by TPC, it would not be unreasonable to assume that aircraft operations could double at CMA in 20 years. Such an increase in airport activity would move the CNEL contours shown in Figures 1 and 2 approximately 50 percent farther into the surrounding community.

#### Stationary Noise Sources

Four major stationary noise sources were identified in the study area for existing conditions (1980). Community noise levels from these sources were estimated from operational data obtained from source operators (Table V), and from noise levels measured by TPC.

Since the scope of this study did not permit a detailed analysis of noise levels from stationary sources, generalized noise impact areas outlined by the  $L_{dn}$  60 contour were developed to describe the relative significance of source operations. Quantification of higher noise levels closer to the source would have required very detailed studies to evaluate the location of specific pieces of noise generating equipment and the effects of shielding or reflections from buildings and other structures near the source.

Noise level measurements were conducted by TPC at various locations in the community adjacent to the sources to evaluate noise level emissions during different times of the day and night. Source operators were contacted after the measurements were completed to ensure that measured levels were representative of typical source operations. Figure 1 shows the generalized noise impact areas ( $L_{dn}$  60 contour) for identified major stationary noise sources under existing conditions (1980).

In discussing 20 year forecasts with source operators, it was readily apparent that too many economic and energy-related variables exist to allow projections of source activity or noise levels in 20 years. Detailed studies of source operations and noise levels should be conducted whenever potentially noise sensitive uses are proposed for areas near major stationary noise sources.





## NOISE SENSITIVE AREAS

Areas containing noise-sensitive receivers (Table I) were evaluated by measuring noise levels at monitoring sites chosen by TPC to be representative of typical noise level conditions for each sensitive receiver. Noise monitoring was conducted during different times of the day and night for each site so that reliable calculations of the Day-Night Average Level ( $L_{dn}$ ) could be made. In order to obtain sufficient data to properly assess noise levels at the various monitoring sites, noise levels were measured for five different times of the day to consider early morning, rush hour, mid-day, evening, and night time conditions. The locations of the monitoring sites are shown in Figure 3. Sites 1.01, 1.02 and 1.03 are generally representative of noise impacted areas, whereas the other sites were chosen to represent areas where noise-sensitive uses are located. Measured equivalent energy noise levels ( $L_{eq}$ ) and calculated  $L_{dn}$  values for each of the monitoring sites are summarized in Table VI. It should be noted that measurements and calculations for sites 1.02 and 1.03 in Table VI do not include railroad or airport operations. Examples of time histories for noise measurements at three of the monitoring sites are shown in Figure 4.



## NOISE EXPOSURE INVENTORY

As required by the ONC guidelines, an inventory of the approximate number of persons exposed to various levels of community noise was prepared for the study area for existing conditions (1980) and for estimated conditions in 20 years (2000). This portion of the study was prepared with assistance from Consultive Planners by comparing areas within generalized noise level contours to a housing inventory map. The number of housing units within the contours was then multiplied by the average number of persons per household for the study area. The results of the inventory are listed below:

### 1980

Number of Persons Exposed to L <sub>dn</sub> 60 or Greater	<u>594</u>
Number of Persons Exposed to L <sub>dn</sub> 65 or Greater	<u>321</u>
Number of Persons Exposed to L <sub>dn</sub> 70 or Greater	<u>119</u>
Number of Persons Exposed to L <sub>dn</sub> 75 or Greater	<u>-</u>

### 2000

Number of Persons Exposed to L <sub>dn</sub> 60 or Greater	<u>978</u>
Number of Persons Exposed to L <sub>dn</sub> 65 or Greater	<u>340</u>
Number of Persons Exposed to L <sub>dn</sub> 70 or Greater	<u>225</u>
Number of Persons Exposed to L <sub>dn</sub> 75 or Greater	<u>-</u>



## DISCUSSION AND RECOMMENDATIONS

The foregoing sections of the report have provided an assessment of existing and projected community noise levels in the Chowchilla study area. It is apparent from the findings of the study that existing noise impacts are generally confined to areas along transportation corridors consisting of the state highways, the railroad and the airport. Noise impacts from stationary sources are generally confined to areas on or near source property with the exception of some areas along the S.P.R.R. spur that parallels Mariposa Avenue. In this area, some residences and part of the high school are exposed to noise levels in excess of  $L_{dn}$  60. Except where impacted by identified sources of transportation or industrial noise, noise levels in sensitive areas are below  $L_{dn}$  60.

In order to effectively address and mitigate existing or potential noise impacts in the community, and to promote land use compatibility planning, the following implementation measures are recommended for incorporation into the Noise Element:

1. Areas of the community exposed to  $L_{dn}$  (CNEL) 60 or greater should be designated as noise impacted areas.
2. New development of residential or other noise sensitive uses should not be permitted in noise impacted areas unless effective noise mitigation measures are incorporated into the project design to reduce exterior noise levels to less than  $L_{dn}$  (CNEL) 60.
3. Noise level criteria for uses other than residential or noise sensitive should follow recommendations made by the State Office of Noise Control (Figure 5).
4. The California Noise Insulation Standards (California Administrative Code, Title 25) should be enforced in the study area for development of all new multi-family dwelling units, such as hotels, apartments and condominiums.
5. New equipment and vehicles purchased by local agencies for use within the study area should meet noise performance standards consistent with best available noise reduction technology.



6. The noise exposure information contained in the Noise Element should be used as a guideline for development of an effective noise control ordinance to assist local agencies in addressing existing problems, and to provide local industry with noise level criteria for future development and equipment modification.
7. The findings and recommendations of the Noise Element should be incorporated into the local zoning plan and coordinated with the land use and circulation elements of the general plan.
8. The Noise Element should be reviewed and updated periodically to ensure that noise exposure information and implementation policies are consistent with changing conditions within the community.





TABLE I

MAJOR NOISE SOURCES

1. State Highway 99
2. State Highway 152
3. State Highway 233 (Robertson Boulevard)
4. Southern Pacific Railroad
5. Chowchilla Municipal Airport
6. Anderson Clayton and Company
7. California Corn Growers Association
8. Wickes Forest Products
9. Certainteed Corporation

NOISE SENSITIVE RECEIVERS

1. Chowchilla Convalescent Hospital
2. Chowchilla District Memorial Hospital
3. New Life Retirement Home
4. Chowchilla High School
5. Chowchilla Elementary Schools



TABLE II

SOUTHERN PACIFIC TRANSPORTATION COMPANY - 1980

Number of Trains/Day	36-46
Average Speed	45 MPH
Rails	Continuously-Welded
Average Number of Locomotives/Train	3-4
Average Number of Cars/Train	120
Day/Night Split (7am-10pm)	60%
(10pm-7am)	40%

TABLE III

CHOWCHILLA MUNICIPAL AIRPORT - 1980

Number of Annual Operations	11,000
% Aerial Application Aircraft	70%
Runway Utilization (RW-30)	90%
(RW-12)	10%
Based Aircraft: (28 Total)	
Small Single Engine (< 4 Seats)	6
Large Single Engine ( $\geq$ 4 Seats)	12
Twin Engine	4
Aerial Application	6
Time of Operations:	
7AM-7PM	80%
7PM-10PM	13%
10PM-7AM	7%



TABLE IV

AIRCRAFT NOISE LEVELS - CHOWCHILLA MUNICIPAL AIRPORTSite A (3500 Feet from Brake Release)

<u>Aircraft Type</u>	<u>**SENEL</u>	<u>**L<sub>max</sub></u>
* Small Single Engine	87dB	83dBA
* Large Single Engine	96dB	95dBA
* Twin Engine	99dB	98dBA
Aerial Application	106dB	110dBA

Site B (Figure 2)

Aerial Application	106dB	107dBA
--------------------	-------	--------

Site C (Figure 2)

Aerial Application	98dB	100dBA
--------------------	------	--------

\*Measurements from TPC Files

\*\*See Appendix





TABLE V

MAJOR STATIONARY NOISE SOURCES - 1980

<u>Source</u>	<u>Hours/Day</u>	<u>Days/Year</u>	<u>Reference</u>
Anderson Clayton Company	24	320	2
Wickes Forest Products	24	365	1
California Corn Growers	12 (6a-6p)	320	8
Certainteed Corporation	24	365	7



CHOWCHILLA: MEASURED NOISE LEVELS ( $L_{eq}$ )/CALCULATED  $L_{dn}$ 

TABLE VI

Site #	Site Location	$L_{D1}$ 1000-1600			$L_{D2}$ 1100-1400			$L_{D3}$ 0730-0900 or 1630-1800			$L_D$	$L_{N1}$ 2200-0000			$L_{N2}$ 0000-0600			$L_N$	$L_{dn}$
1.01	100' from Highway 99	12/29	1045	68	12/29	1335	69	1/5	1630	68	68	1/5	2210	66	1/6	0028	64	65	72
1.02	250' from California Corn Growers	12/18	1508	61	12/17	1225	58	-----	-----	-----	60	1/5	2355	50	-----	-----	-----	50	60
1.03	NE Corner Mariposa and First Streets	12/29	1520	54	12/29	1305	55	1/5	1655	56	55	1/5	2340	44	1/6	0230	47	46	56
2.01	Wilson School	12/29	1435	59	12/29	1150	60	12/29	1720	60	60	1/5	2310	51	1/6	0210	39	48	59
2.02	High School	12/29	1455	50	12/29	1240	48	12/29	1745	46	48	1/5	2328	49	1/6	0140	45	48	54
2.03	Fuller School	-----	-----	-----	12/29	1210	49	12/29	1700	46	48	1/5	2246	42	1/6	0118	41	42	50
2.04	Stephens School	12/18	1412	51	12/29	1125	48	12/29	1640	46	48	1/5	2224	40	1/6	0048	46	44	51
2.05	Hospital	12/17	1447	47	12/18	1250	47	1/5	1718	46	47	1/5	2235	43	1/6	0107	38	41	49
2.06	New Life Retirement Home	12/29	1415	54	1/5	1235	54	1/5	1740	60	57	1/5	2257	47	1/6	0156	39	44	56

\* Measured and calculated values do not include railroad or airport operations.



FIGURE 1

↑ N

Chowchilla, California  
Existing (1980) Major Noise Sources

Prepared by  
The Parry Company  
January 1981

SCALE 0 600' 1200' 1800'

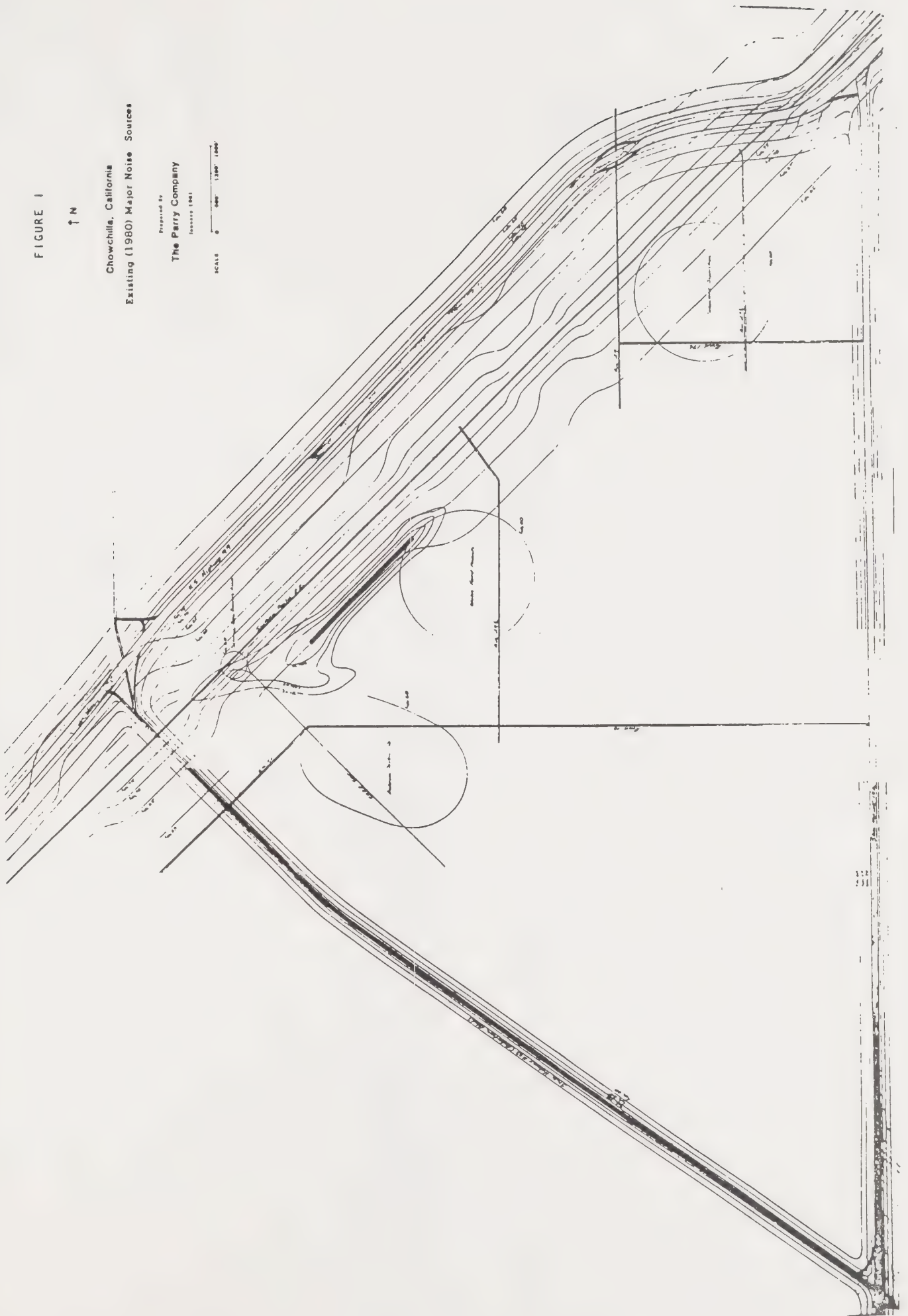




FIGURE 2

CHOWCHILLA MUNICIPAL AIRPORT  
Noise Measurement Sites and  
Estimated 1980 CNEL Contours

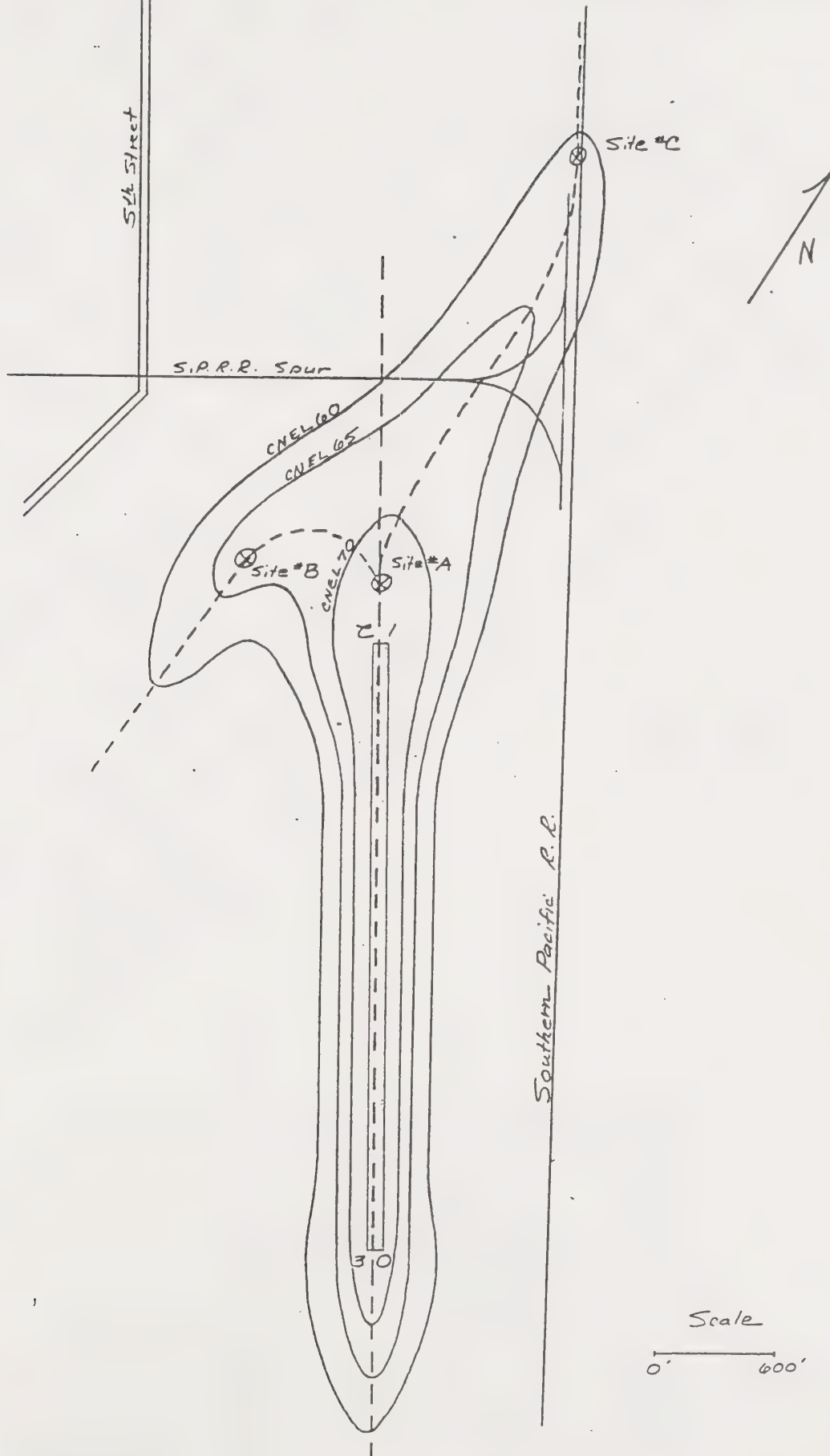
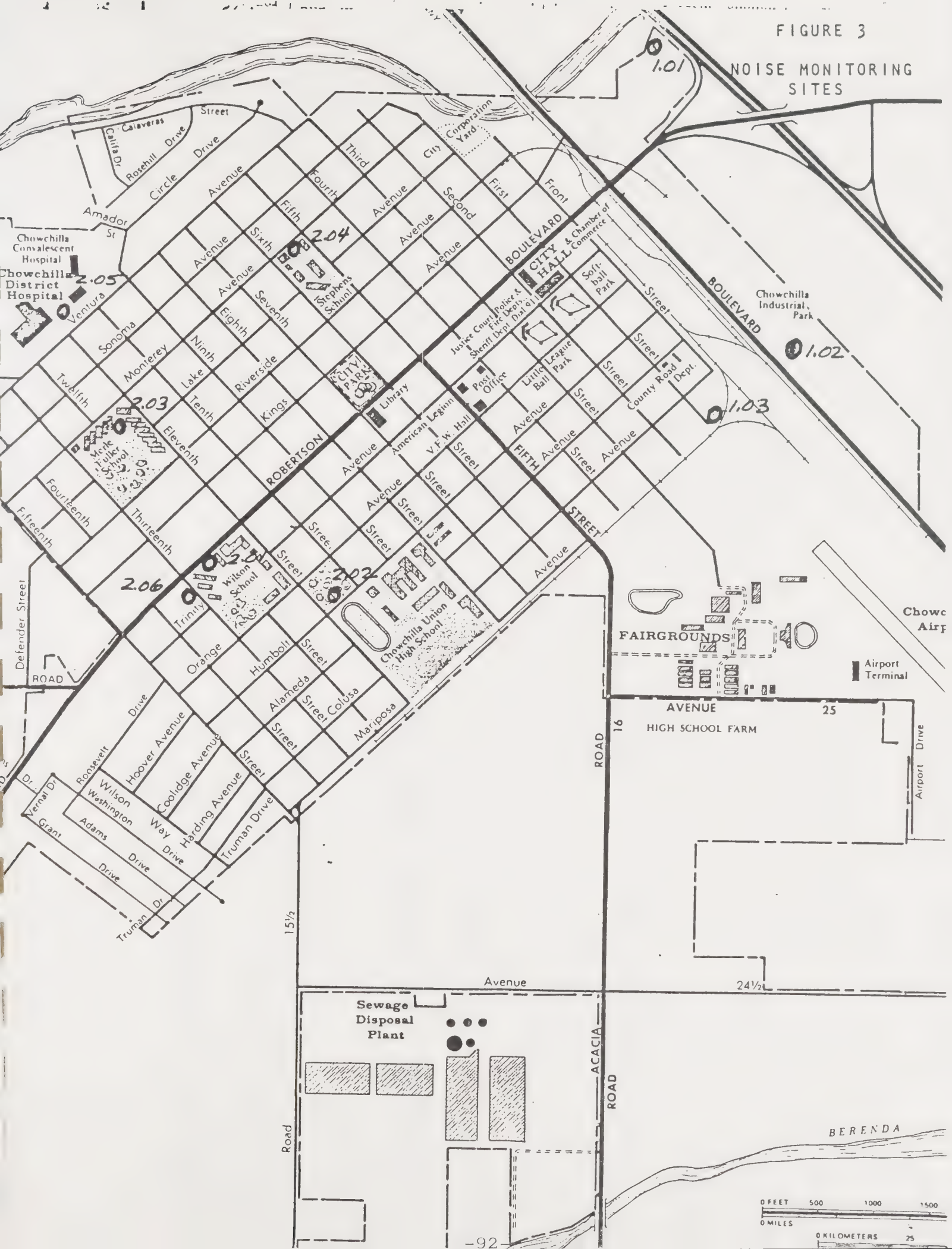






FIGURE 3

NOISE MONITORING SITES





# EXAMPLES OF NOISE MEASUREMENT TIME HISTORIES

FIGURE 4

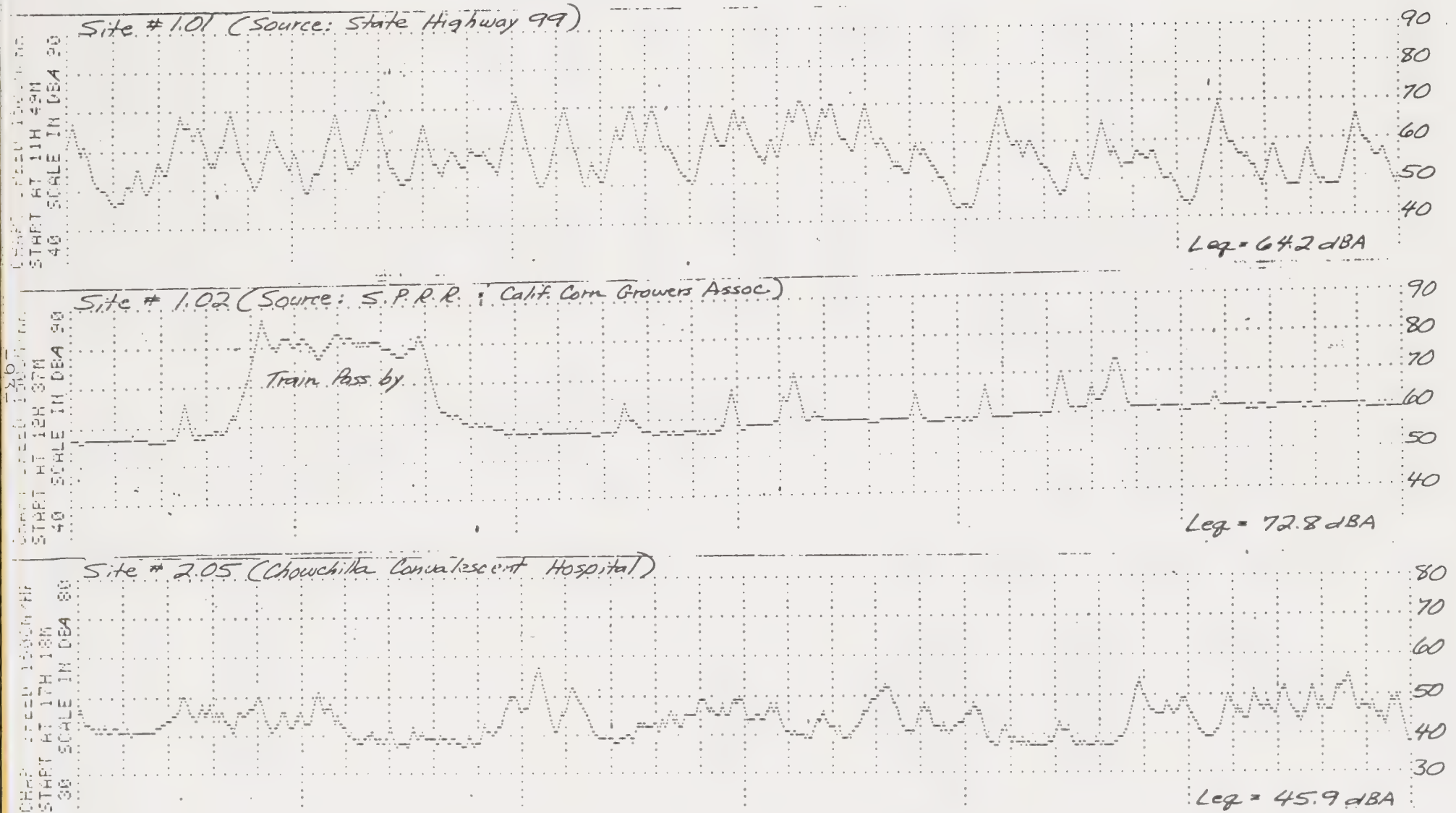






FIGURE 5

## LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE L <sub>dn</sub> OR CNEL, dB					
	55	60	65	70	75	80
RESIDENTIAL – LOW DENSITY SINGLE FAMILY, DUPLEX, MOBILE HOMES	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable
RESIDENTIAL – MULTI. FAMILY	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable
TRANSIENT LODGING – MOTELS, HOTELS	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable
SCHOOLS, LIBRARIES, CHURCHES, HOSPITALS, NURSING HOMES	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable
AUDITORIUMS, CONCERT HALLS, AMPHITHEATRES	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable
SPORTS ARENA, OUTDOOR SPECTATOR SPORTS	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable
PLAYGROUNDS, NEIGHBORHOOD PARKS	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable
GOLF COURSES, RIDING STABLES, WATER RECREATION, CEMETERIES	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable
OFFICE BUILDINGS, BUSINESS COMMERCIAL AND PROFESSIONAL	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable
INDUSTRIAL, MANUFACTURING UTILITIES, AGRICULTURE	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable

## INTERPRETATION



## NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.



## CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.



## NORMALLY UNACCEPTABLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.



## CLEARLY UNACCEPTABLE

New construction or development should generally not be undertaken.

## CONSIDERATIONS IN DETERMINATION OF NOISE-COMPATIBLE LAND USE

## A. NORMALIZED NOISE EXPOSURE INFORMATION DESIRED

Where sufficient data exists, evaluate land use suitability with respect to a "normalized" value of CNEL or L<sub>dn</sub>. Normalized values are obtained by adding or subtracting the constants described in Table 1 to the measured or calculated value of CNEL or L<sub>dn</sub>.

## B. NOISE SOURCE CHARACTERISTICS

The land use-noise compatibility recommendations should be viewed in relation to the specific source of the noise. For example, aircraft and railroad noise is normally made up of higher single noise events than auto traffic but occurs less frequently. Therefore, different sources yielding the same composite noise exposure do not necessarily create the same noise environment. The State Aeronautics Act uses 65 dB CNEL as the criterion which airports must eventually meet to protect existing residential communities from unacceptable exposure to aircraft noise. In order to facilitate the purposes of the Act, one of which is to encourage land uses compatible with the 65 dB CNEL criterion wherever possible, and in order to facilitate the ability of airports to comply with the Act, residential uses located in Com-

munity Noise Exposure Areas greater than 65 dB should be discouraged and considered located within normally unacceptable areas.

## C. SUITABLE INTERIOR ENVIRONMENTS

One objective of locating residential units relative to a known noise source is to maintain a suitable interior noise environment at no greater than 45 dB CNEL of L<sub>dn</sub>. This requirement, coupled with the measured or calculated noise reduction performance of the type of structure under consideration, should govern the minimum acceptable distance to a noise source.

## D. ACCEPTABLE OUTDOOR ENVIRONMENTS

Another consideration, which in some communities is an overriding factor, is the desire for an acceptable outdoor noise environment. When this is the case, more restrictive standards for land use compatibility, typically below the maximum considered "normally acceptable" for that land use category, may be appropriate.





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## VII. SAFETY ELEMENT



## VII

### SAFETY ELEMENT

#### INTRODUCTION

The Safety Element of the Chowchilla General Plan provides a basis for reducing loss of life, injuries, damage to property, and the economic and social dislocation resulting from earthquake, fire, flooding and other public safety hazards. Specific issues discussed within this element include protection from seismic hazards and unstable geologic areas, fire protection and urban fires, hazardous materials, and flooding and emergency plans. Other potential hazards that may be encompassed within a safety element such as wildland fires, for example, either have been determined not to be significant within the Chowchilla Planning Area or are discussed in other elements of the General Plan.

#### A. SAFETY CONDITIONS

Background information on seismic hazards, fire protection and urban fires, flooding, hazardous materials and emergency plans within the Chowchilla Planning Area is summarized in the following subsections.

##### 1. Seismic Hazards (Earthquakes)

The Five County Seismic Safety Element for Fresno, Kings, Madera Mariposa and Tulare Counties concludes that there are no active faults known to exist within Madera County. Known active faults, outside of the area, that pose any serious hazard to Madera County are the San Andreas Fault, Owens Valley Fault, and, possibly, the White Wolf Fault.

The principal earthquake hazard affecting Madera County is ground shaking as opposed to surface rupture or ground failure. The topography, underlying geology, and location of the City of Chowchilla precludes the likelihood of any secondary hazards (liquefaction, landslides, etc.).

There are no remaining "Field Act" (earthquake deficient) school structures in the City. There may be, however, some older structures in the City which were not built to withstand the lateral stress imposed by the ground shaking of a major earthquake. Generally speaking, the older the structure, the less likely it is to resist an earthquake.



This applies particularly to buildings having walls of non-reinforced brick held together by mortar. At this time, there is no apparent reason to initiate vigorous code enforcement.

## 2. Fire Protection and Urban Fires

Fire protection for the incorporated portion of the Chowchilla Planning Area is provided by the Chowchilla Volunteer Fire Department, and for the unincorporated area by the Madera County Fire Department.

In 1984, the department had twenty-five volunteer firemen, including one chief, two assistant chiefs, three captains, and 19 firemen. The City has a mutual aid agreement with the County, and the County maintained City fire station is staffed 24 hours each day by a County fire personnel (engineer rating). In addition, the County has one 1,000 gallon pumper at the City station. The City department is equipped with two 1,000 gallon pumpers, one 1,250 gallon pumper and one 500 gallon pumper.

The City has an Insurance Service Organization (ISO) six fire rating. This rating has not changed, in recent years, and will probably not be upgraded until a full-time fire service is provided.

The average manpower response to a structure fire is 15-16 fire fighters. The response to other types of fire calls (grass, auto, etc.) is about ten men. Response time is approximately five minutes.

Several areas of the City are deficient in water pressure. Areas of greatest concern are on the west and south. A result of this concern is a requirement for developers to address the water pressure and supply problem in the environmental and subdivision process. This requirement can be satisfied either with a payment for future expansion, construction of a well, or some combination of both. The City will retain flexibility in selecting the best method to address water problems. It is recommended that the City adopt water quantity and pressure requirements for new subdivisions.

Areas within the City that represent the greatest fire hazard are:

Van Gas Storage Yard, 1617 W. Robertson Blvd.

California Corn Growers, 625 S. Front Street

Older buildings between 2nd. and 3rd. on Robertson Blvd.





Anderson Clayton & Co. Oilseed Processing Division, 24772  
Road 16.

Child Truck Line, Inc., 16505 Avenue 24 1/2

Southern Pacific Railroad Tracks

Highway 99

### 3. Flooding

Chowchilla is not designated as being within a flood prone area. However, localized flooding does occur during storms due to the flat terrain and the fact that the majority of the developed area within the City has no storm drainage facilities. Storm water within the City flows along the surface of City streets following the natural gradient of the land.

Expansion of urban development into the areas designated for growth on the General Plan Map would have the potential to create drainage problems similar to those now experienced in the City, unless adequate drainage improvements are provided at the time of development.

### 4. Hazardous Materials

There are several potential sources of hazardous materials within the Chowchilla Planning Area. Potentially hazardous materials are stored, formulated and sold by at least two agricultural chemical operations within the planning area. Hazardous materials are transported through and within the planning area by trains on the Southern Pacific mainline and by trucks on Robertson Boulevard, Freeway 99 and other streets. Agricultural aircraft operating from the Chowchilla Airport carry potentially hazardous materials over the planning area.

There have been no reported incidents involving hazardous materials which are known to have affected the population of the Chowchilla Planning Area.

### 5. Emergency Plans

The City of Chowchilla does not currently have an adopted emergency plan designed to address the hazards identified in this Safety Element.



## B. SAFETY GOAL

The goal of the City concerning safety is to plan and promote an environment which will reduce to a minimum the loss of life and property resulting from natural and man-made hazards.

## C. SAFETY OBJECTIVES, POLICIES AND IMPLEMENTATION PROGRAMS

The safety objectives, policies and implementation programs of the City are designed to introduce safety considerations into the planning and administrative process in order to reduce loss of life, injury, damage to property and economic and social dislocation which may result from natural and man-made hazards.

### 1. Seismic Safety

- a. The City will adopt by reference the Five-County Seismic Safety Study, including the Technical Report, as part of this Element, in satisfaction of the state requirement for the seismic safety element.
- b. The City will continue to enforce its minimum requirement that all new buildings conform to state standards set forth in the Dangerous Building Code contained in the most current edition of the Uniform Building Code.

### 2. Fire Protection and Urban Fires

#### a. Objective

- i. To reduce the loss of life, injury or damage to property resulting from fire:

#### b. Policies

- i. The City shall maintain an efficient volunteer fire department.
- ii. The City shall coordinate fire protection services with Madera County.
- iii. The City shall maintain a water supply system that is adequate for fire protection purposes.
- iv. The City shall require the abatement of fire hazards within all existing buildings through continued enforcement of relevant codes and ordinances.



- v. The City shall support local, state and federal programs designed to inform and educate the public concerning fire prevention and suppression.

c. Implementation Programs

- i. The City will continue to maintain an efficient volunteer fire department and to ensure that there is adequate manpower and equipment to provide fire protection for existing and new development within the City.
- ii. The City will coordinate with Madera County in the provision of fire protection services to ensure the maximum level of protection for all residences, commercial establishments and industries within the planning area.
- iii. The City will require that all new development have adequate water supply systems to ensure an adequate supply for fire suppression purposes and will seek to eliminate any deficiencies in the existing water supply system which may affect fire protection in developed areas of the community.
- iv. The City will enforce relevant codes and ordinances designed to abate fire hazards within all existing buildings and assure that new structures conform to these regulations.
- v. The City will continue to enforce its weed abatement program which is designed to limit the amount of vegetative combustible material within the planning area.
- vi. The City will encourage the installation of private early warning and fire suppression systems.
- vii. The City will encourage local and regional educational institutions to develop fire prevention and suppression courses.
- viii. The City will encourage the community to become involved in promoting state and federal fire prevention programs in school and civic functions





### 3. Flooding

#### a. Objective

- i. Protect the lives and property of residents from the hazards of flooding.

#### b. Policy

- i. City shall seek to provide adequate storm drainage planning and to provide or require adequate storm drainage facilities to prevent flooding within the community.

#### c. Implementation Programs

- i. The City will adopt and maintain a storm drain masterplan for the City, including planned growth areas.
- ii. The City will require fees in conjunction with new development to off-set the cost of developing permanent drainage facilities.
- iii. The City will require temporary drainage facilities where needed with new development when permanent facilities are not available.

### 4. Hazardous Materials

#### a. Objective

- i. reduce the potential danger to public health and safety from hazardous materials.

#### b. Policies

- i. To plan the location of hazardous material production, storage and distribution so that it does not unnecessarily impact populated areas.
- ii. To conform with applicable state and federal laws regulating hazardous materials.
- iii. To plan the location of truck routes within the City to avoid the transport of hazardous materials in residential areas.

#### c. Implementation Programs

- i. The City will review the Zoning Ordinance to ensure that any uses which may involve the storage, processing or distribution of hazardous materials are either not permitted in proximity



to populated areas or are permitted only after first having secured a conditional use permit.

- ii. The City will utilize the California Environmental Quality Act process to review and determine appropriate mitigation measures for uses which may involve the storage, processing or distribution of potentially hazardous materials within the planning area.
- iii. The City will support the guidelines and regulations of the California Occupational Health and Safety Administration and other state and federal agencies responsible for the regulation of hazardous materials.
- iv. The City will designate truck routes within the City to ensure that the transport of hazardous materials does not pass through residential areas.
- v. The City will require agricultural aircraft carrying hazardous materials to comply with all regulations of the Federal Aviation Administration concerning the transport and use of these materials, including regulations pertaining to flight of loaded agricultural aircraft over urban areas.

## 5. Emergency Plans

### a. Objective

- i. Establish emergency services planning within the Chowchilla Planning Area.

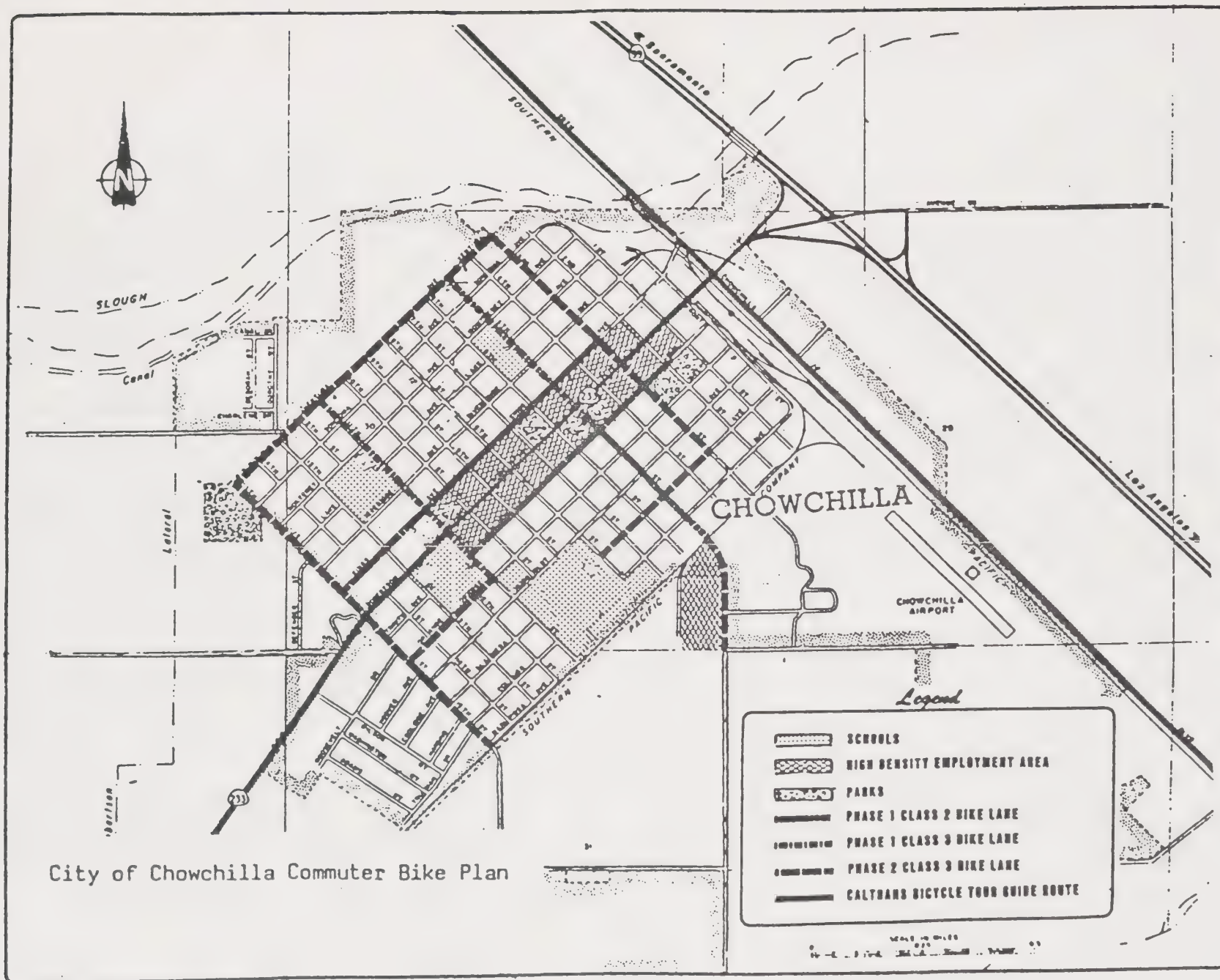
### b. Policy

- i. City shall develop and maintain an emergency plan that addresses emergency preparedness and procedures for coordinated public action during times of disaster.

### c. Implementation Program

- i. City will prepare and adopt an emergency plan that addresses identified hazards (urban fires, flooding, etc.) to provide a basis for direction and control of emergency operations.







VIII. OPEN SPACE, RECREATION,  
AND CONSERVATION ELEMENT





## VIII

### OPEN SPACE, RECREATION, AND CONSERVATION ELEMENT

#### INTRODUCTION

This plan section has been formulated to meet state requirements for local preparation of a Conservation Element, Recreation Element, and Open Space Element. It includes the following:

- A local inventory of privately and publicly owned open space and recreation lands;
- An identification of other significant local natural and cultural resources that deserve special protection and management; and
- . A set of goals, policies, standards, and implementation measures for the protection, expansion, enhancement, and wise utilization of local open space and recreation lands, and other significant natural and cultural resources.

#### A. EXISTING OPEN SPACE INVENTORY

##### 1. Agricultural Values in Chowchilla

###### a. Soils

Background information on the nature, properties, and limitations associated with the various soils in Madera County can be reviewed in the United States Soil Conservation Service's Madera Area Soil Survey, the Madera County Open Space Conservation Element, and the State Division of Land Resources' Farmland Mapping and Monitoring Program.

Agriculture is a major land use in the planning area. Prime soils are considered Class I and II soils, the most productive in the valley. Areas of less than prime soil (Class III and IV) can be greatly improved through advanced agricultural technology, and, thus, productivity becomes the real test in identifying prime agricultural lands. A significant portion of land in the Chowchilla Sphere of Influence is Class I and II (See Map 6). The Important Farmland Map, Map 7, indicates that, within the Chowchilla Urban Development Area, virtually all of the land not currently urbanized is considered to be "Farmlands of Local Importance", at the minimum. Those lands under Williamson Act Contracts are detailed on Map 8.



c. Current Agricultural Issues

Agriculture is by far the most important economic activity in Madera County. However, the growing trend toward urbanization is bringing with it problems of water usage (such as drainage, flooding, salt build-up, erosion, and percolation), waste disposal, and increased unemployment. The City of Chowchilla considers agricultural resources to be of the utmost importance in establishing land use goals and policies.

2. Other Open Space and Conservation Values in Chowchilla

a. Biotic Values

Urbanization and agricultural activities in the Chowchilla area have significantly altered the natural environment. No significant riparian areas exist within the Sphere of Influence. Ash Slough and Berenda Slough are controlled by upstream dams, and Ash Slough is utilized as an irrigation transmission facility. The controlled nature of these waterways minimizes their significance as actual riparian areas.

No unique flora associations are known to exist in the area and no habitat areas for endangered species are shown on current mapping by the California Department of Fish and Game.

b. Water Resources

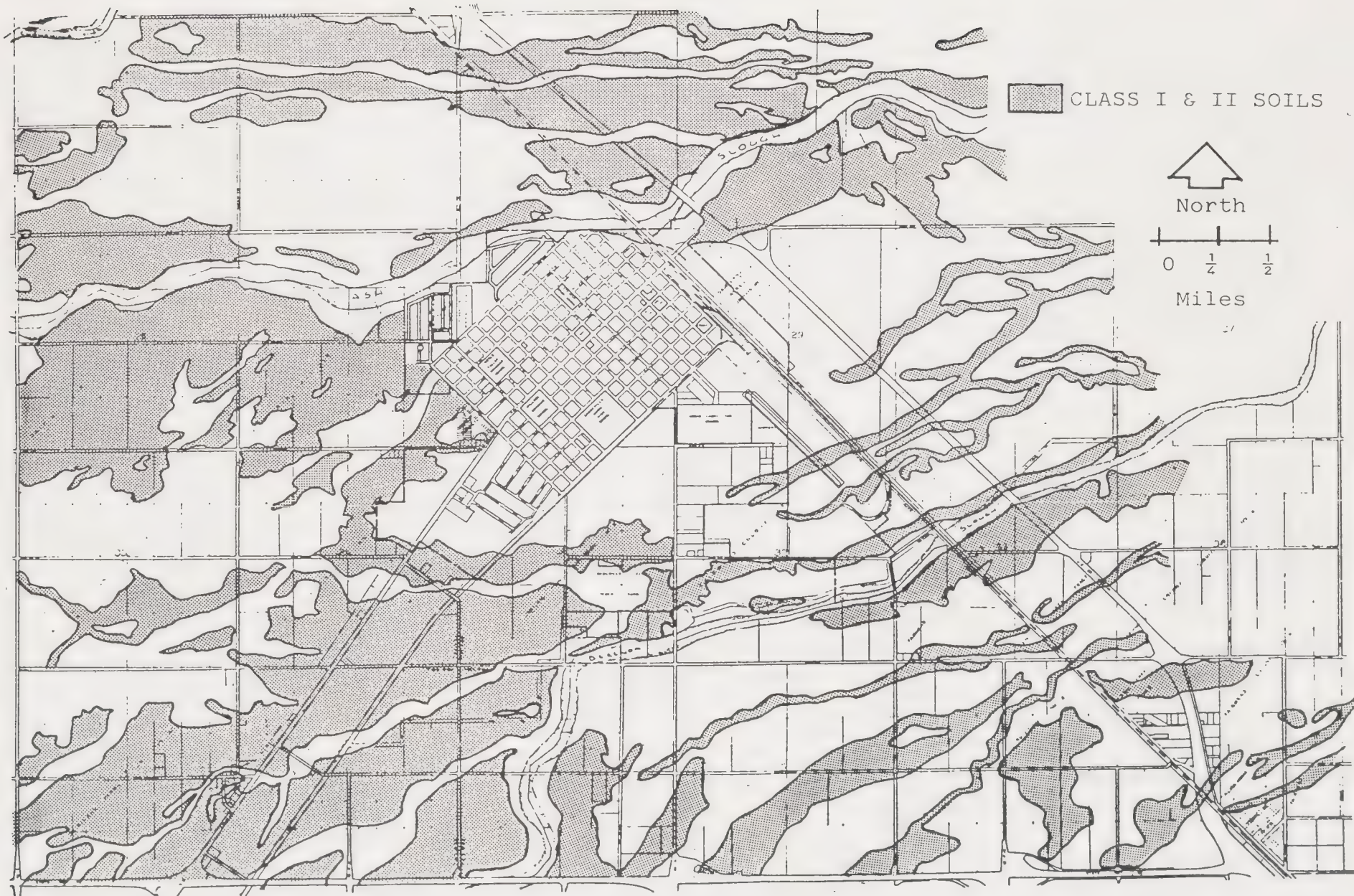
Groundwater is the major source of domestic, municipal and industrial water supplies in Madera County and is supplemental for irrigation. The City of Chowchilla provides domestic and commercial water through a municipally-owned system.

Chemical analysis of the domestic water indicates that it is of good quality with levels of total dissolved solids and nitrates well below established standards.

Deeper wells (around 500 feet) are drilled to avoid perched water table contaminants that may enter intermediate water-bearing stratas through fractures in the overlaying impermeable stratas. The City should encourage the conservation of domestic water resources, particularly during peak use seasons, and promote ground water recharge by utilizing percolation basins for storm drainage disposal.

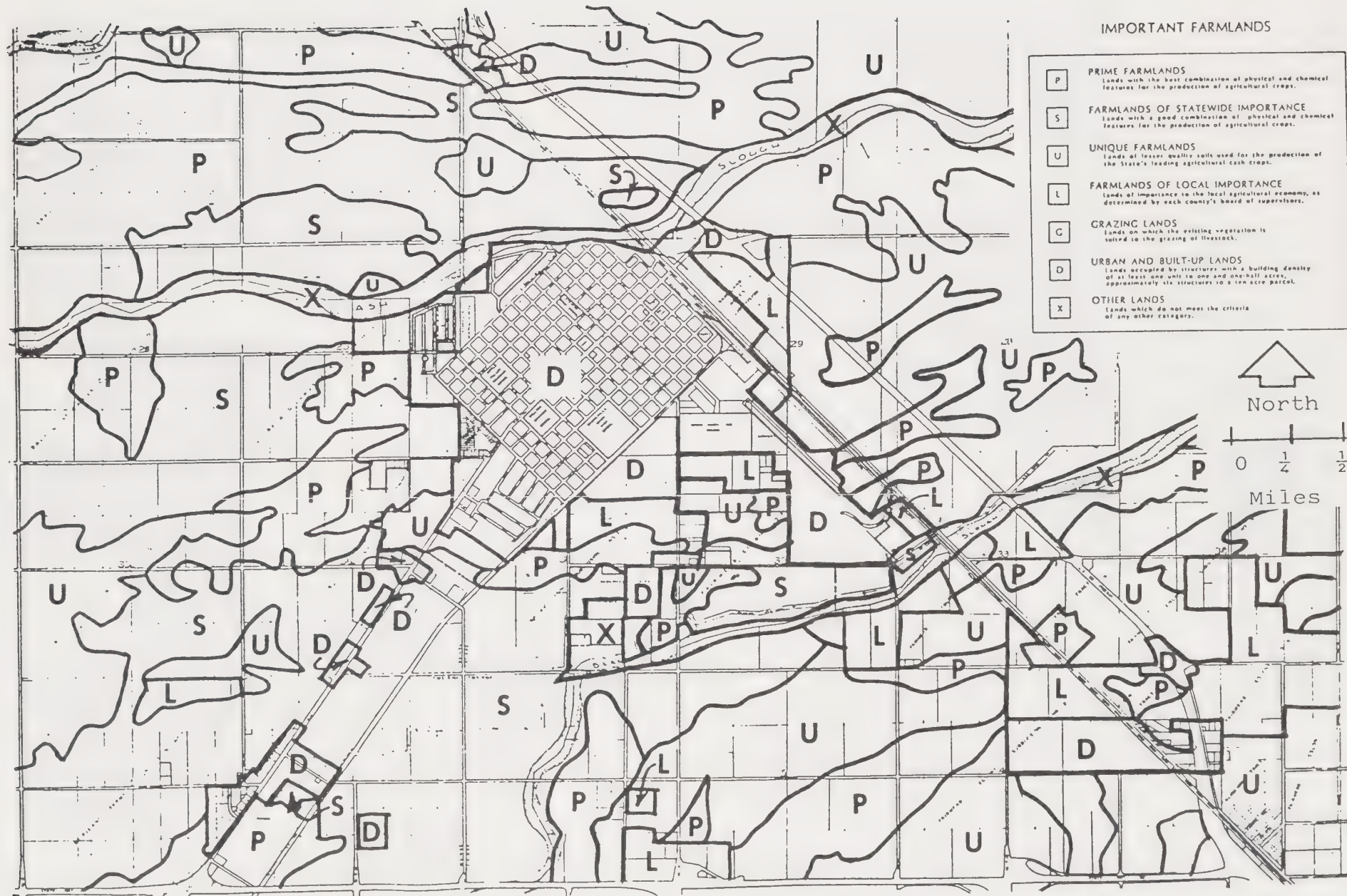




















c. Mineral Resources

No mineral resources are currently being mined or exploited in the Chowchilla Sphere of Influence.

d. Historic and Cultural Resources

The palm trees on Robertson Boulevard are considered to be important local resource. The City has applied for funding to inventory local buildings to verify their historical significance.

3. Parks and Open Space

Park Guidelines. There are three community parks in the City. No regional park is found in the area; however, Berenda Park is considered to be a regional attraction.

- a. A regional park usually provides an opportunity to getaway from the urban environment. A large regional park will generally include a natural unspoiled environment of 200-500 acres, perhaps a multi-purpose water sports area and other special facilities.
  - i. Berenda Park is a 10-acre community park adjacent to Berenda Reservoir. The Reservoir, owned by the Madera County Water District, features drag boat races during the spring and summer months attracting people throughout the state. The City maintains a launch ramp, concessions area, restrooms and parking lot. The Park also contains picnic areas and a covered barbecue.
- b. A community park has an area of 20 to 40 acres and has a full range of recreational facilities. In urban areas, community parks often serve and are located near a high school. It has a service radius of 1 to 1.5 miles and serves a population of from 5,000 to 25,000.
  - i. Sports and Leisure Park - A 9.8 acre community park with play and open space areas, two outdoor handball courts, two lighted softball diamonds, concessions area and community services building.
  - ii. Little League Park-- A 2-acre community park consisting of two softball diamonds and practice fields.
  - iii. Adult Softball Field -- A 2 acre community park consisting of two softball diamonds and practice fields.





- c. Existing Passive Recreation and Play Areas. Passive recreation and play areas are small areas ranging from 1/6 to 3 acres which have limited facilities. They serve as playgrounds, picnic grounds and, in some cases, simply as rest areas. Play areas can be developed in each small neighborhood and have a service radius of 1\8 mile, located with safety of children in mind. Local recreation and play areas for picnicking and other less active activities includes:

- i. Downtown Community Park, a 1.0 acre passive recreation area with picnic facilities.

Park maintenance and recreation programs in Chowchilla are the responsibility of the City's Public Works and Recreation Department. Map 9 shows the location of the City's existing and proposed parks.

- d. Schools. The following Chowchilla public school sites provide for the City's neighborhood and community recreation needs:

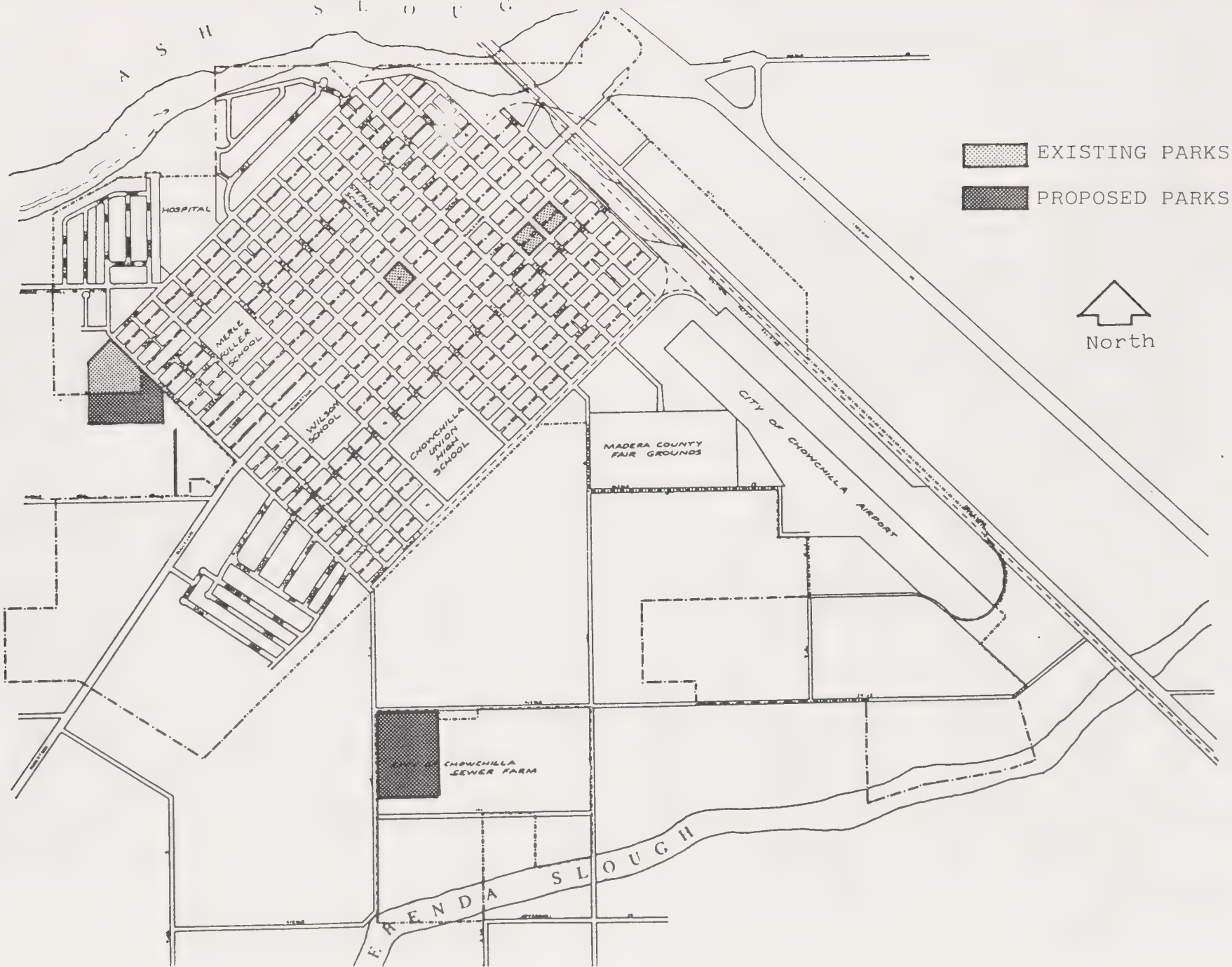
	<u>Acres</u>
i. Chowchilla Union High school	
(a) Unrestricted public use	2
(b) Restricted public use	18
(c) Unimproved areas	20
ii. Wilson Junior High School	7
iii. Fuller Elementary School	7
iv. Stevens School	4

- e. Current Service Levels and Related Policies. At present the City maintains a ratio of approximately 3 acres of park space per 1000 persons in its service area. Service area is defined as that comprised as the Chowchilla Union High School District.

Through development fees and land dedications, general fund revenues, and state and federal grants, the City should strive to maintain the existing ratio of parks to population. Because of the maintenance problems and costs associated with small dispersed neighborhood parks, there is a need to provide larger more comprehensive park facilities. Expansion of the existing Sports and Leisure Park, and the creation of a new park in the in the southeast portion of the developing area is recommended.









## B. GENERAL GOALS AND OBJECTIVES

### 1. Conservation of Open Space

- a. Recognize that open space land is a limited and valuable resource which must be conserved whenever possible.
- b. Discourage premature and unnecessary conversion of open space land to urban uses. Adopt land use policies which promote contiguous development and urban infilling.
- c. Preserve open space lands as necessary to maintain a healthy local economy; assure the continued availability of land for the production of food and fiber, and the continued enjoyment of the area's rural character and scenic beauty; to protect and expand appropriate lands for passive and active recreational use; to protect identified groundwater recharge area; and, to conserve energy.
- d. Recognize the value of landscaping areas as an important open space feature of the community.

### 2. Conservation of Other Natural Resources

- a. City land use policies should ensure against loss of significant water recharge areas in the Chowchilla Sphere of Influence due to urbanization.
- b. City land use policies should be responsive to county and regional studies with regard to water needs and the relative importance of the local water recharge areas to the overall needs.
- c. City general plan policies should contribute to regional efforts regarding the restoration and maintenance of an acceptable level of local and regional air quality.
- d. Establish and implement policies to reduce community energy consumption and costs.

## C. POLICIES AND IMPLEMENTATION PROGRAMS

### 1. Preserve and properly utilize the community's agricultural resources through the following measures:

- a. Recognize agriculture as a major industry in the Chowchilla Sphere of Influence, deserving special accommodation in this General Plan.



- b. Preserve and manage the agricultural resources of the Chowchilla Planning Area for current and future use. Identify and protect valuable agricultural lands against urban encroachment, based on their economic and open space benefits to the community.
  - c. Designate lands which should be preserved in agricultural use, and seek to limit the use of these designated agricultural lands to agricultural uses.
  - d. Relieve pressures to convert valuable agricultural lands to urban use by carefully directing urban expansion and by promoting infilling.
  - e. In cooperation with Madera County, seek to protect existing agricultural and open space resources around Chowchilla in the adopted Sphere of Influence.
2. Designate appropriate open space lands for use in meeting current and future community park and recreation needs.
- a. Maintain the existing ratio of park area set aside to population (3 acres per 1,000 people) as urban growth continues.
  - b. Because of the maintenance problems and costs associated with dispersed neighborhood parks, concentrate on providing larger more comprehensive park facilities.
  - c. Continue the policy of requiring park fees and/or park land dedication (Where appropriate given Section VIII,C,2,b) for all subdivisions.
  - d. Consider density bonuses for development proposals which offer park land dedications (Where appropriate given Section VIII,C,2,b), and encourage the provision for privately-maintained open space in planned developments.
  - e. Continue to pursue funding for the expansion and improvement of Sports and Leisure Park.
  - f. When there is sufficient population growth, create a new community park in the southeast portion of Urban Development Area, near the Wastewater Treatment Plant.
3. Incorporate programs for the identification and restoration of historic or architecturally significant resources for future central area improvement activities.
4. Conservation in New Development

Future development applications for the Chowchilla





Planning Area should include design measures which effectively reduce reliance on conventional (non-renewable) energy sources for summer cooling and winter heating. The City should consider adoption of a set of energy conservation standards or guidelines which include the following types of measures:

a. Growth Management

Promote energy-efficient land use and transportation policies including compact development to minimize transportation fuel costs.

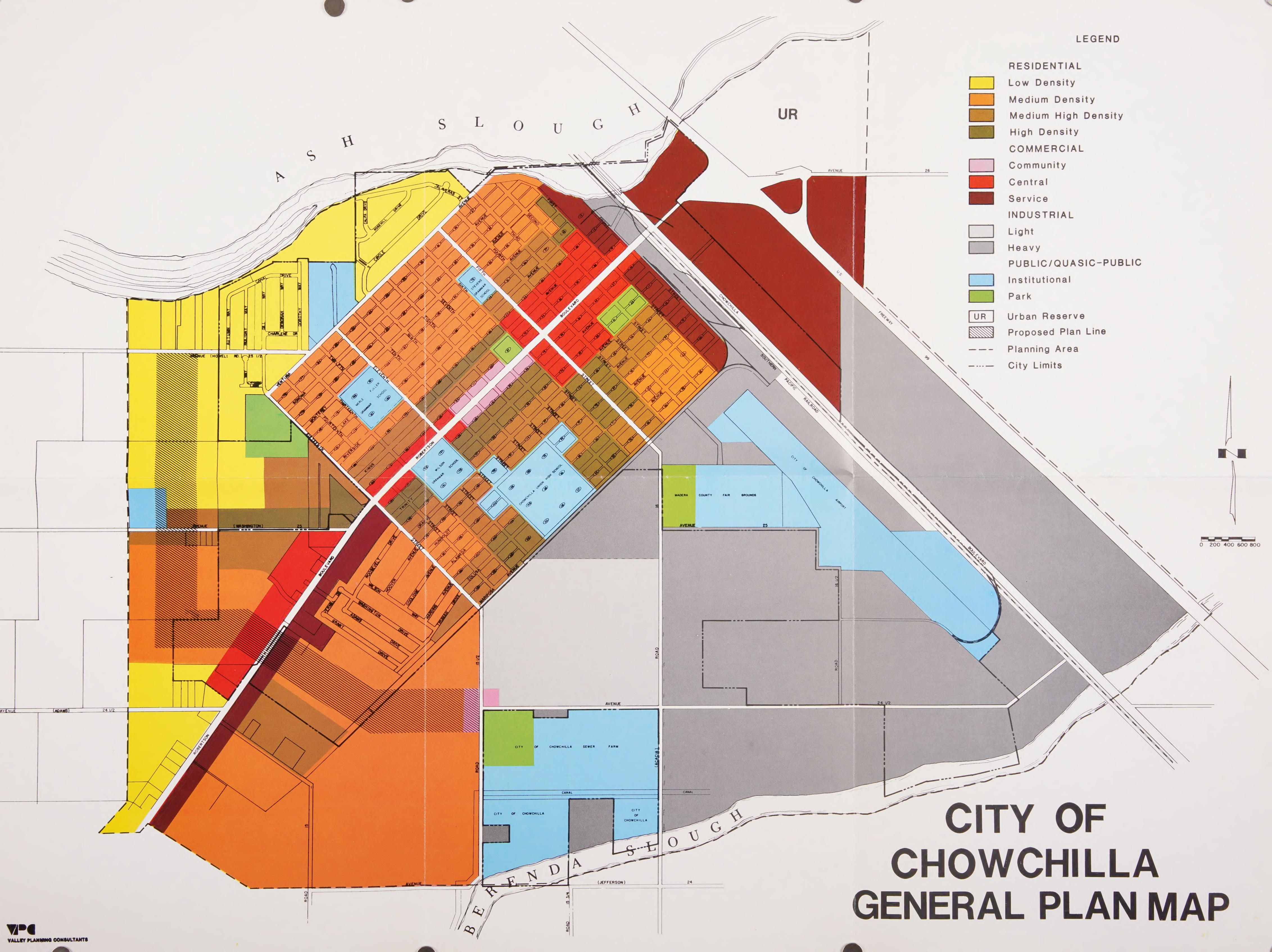
b. Solar Orientation

Building orientation affects both a structure's heat gain and loss characteristics. In Chowchilla, maximizing south-wall solar orientation of individual units will allow minimal solar exposure during summer months and best use of winter sun for space heating. Similarly, west wall sun exposure should be minimized. A solar ordinance should be passed to:

- i. Encourage all developers and builders to carefully consider the use of solar energy in design and management of all new construction in the City.
- ii. Require all new subdivisions to maximize, to the extent feasible, proper orientation of lots with regard to solar utilization.
- iii. Encourage developers and builders to properly design all structures on each building lot in the City to take fullest advantage of solar use in heating and cooling.
- iv. Encourage developers and builders to offer solar hot water heating systems as an option on new facilities.
- v. Encourage developers and builders to maximize "passive" solar design, such as large south-facing windows for winter heat gains and overhangs and shading for summer heat protection.
- vi. Require, where feasible, the use of solar energy design on all new City facilities, including passive design and active water heating and space heating systems.







LEGEND

- RESIDENTIAL
  - Low Density
  - Medium Density
  - Medium High Density
  - High Density
- COMMERCIAL
  - Community
  - Central
  - Service
- INDUSTRIAL
  - Light
  - Heavy
- PUBLIC/QUASIC-PUBLIC
  - Institutional
  - Park
- UR Urban Reserve
- Proposed Plan Line
- Planning Area
- City Limits

# CITY OF CHOWCHILLA GENERAL PLAN MAP





U.C. BERKELEY LIBRARIES



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